Full-Color Photo, Suitable for Framing, on Back Cover.

RAILROAD

FEBRUARY 1977

MAGAZINE $1.00

AN EXCITING OFFER TO RAILROAD MAGAZINE READERS

Now . . . brand new . . . RAILROAD Magazine is proud to offer on a limited basis the above reproduction of "The Twin Stack" in full color.

A 22 x 28 print in full color for only $10.00.

This reproduction was made from a black and white photograph by the famous railroad photographer Don Wood. There are no color photos of this engine and the artist's rendering is accurate in every detail.

ACT NOW. Perfect for framing. Collector's item.

RAILROAD MAGAZINE DEPT. BB
420 Lexington Avenue
New York, N.Y. 10017

CHECK ENCLOSED ☐ **BILL ME ☐**

$10.00 includes shipping and handling

NAME_____

ADDRESS_____

CITY_____

STATE_____ **ZIP**_____

RAILROAD Magazine

Adventurous Railroading and Rail Hobbies—Founded 1906

February, 1977
Vol. 101, No. 4

FREEMAN HUBBARD
EDITOR

GORTON T. H. WILBUR
ASSOCIATE EDITOR

MICHAEL A. EAGLESON
STEAM LOCOMOTIVES

JIM EDMONSTON
DIESEL LOCOMOTIVES

BARBARA KREIMER
INFORMATION BOOTH

STEVE MAGUIRE
TRANSIT TOPICS

SY REICH
TECHNICAL EDITOR

HARRY C. EGNER
PUBLISHER

BILL BALGLEY
ADVERTISING MANAGER

ROBERT SMREK
PRODUCTION MANAGER

JOSEPH MUCCIGROSSO
CIRCULATION MANAGER

CHANGE OF ADDRESS: POSTMASTER—Please mail Form 3579 notice to: RAILROAD, Portland Place, Boulder, Colo. 80302

FEATURES AND STORIES

Wanderlust *(A boomer's life story)* by Maxwell Swan 10
William A. Jones, Interesting Railfan 170 by Freeman Hubbard 16
Photographs of the Month 26
Imperial Pass *(fiction story)* by Harry Bedwell 34
Penn Central Transportation Co. Roster *(Conclusion)* by Sy Reich 44

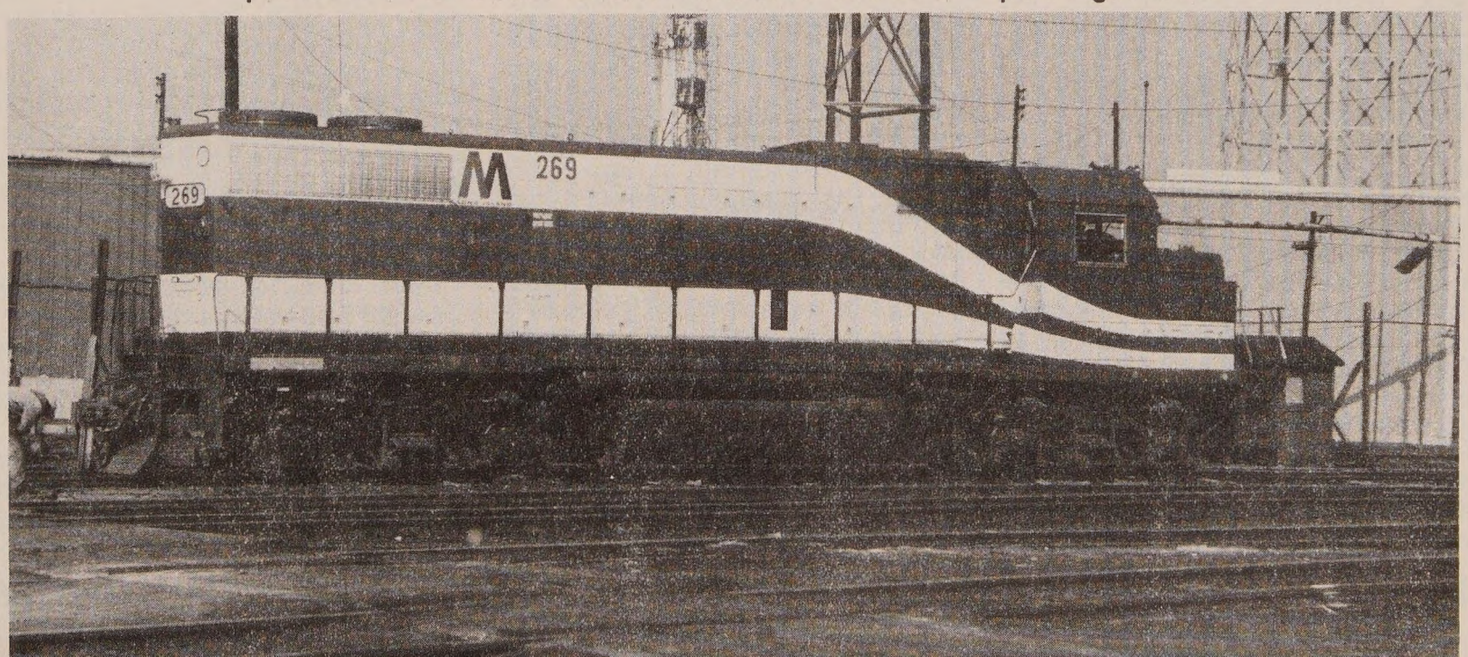
DEPARTMENTS

The Mail Car 2
Passenger Train Survey . 20
Transit Topics by Steve Maguire 22
In Search of Steam by Mike Eagleson 42
Trackside in the Diesel Age by Jim Edmonston 50
Information Booth by Barbara Kreimer ... 56
The Hobby Club by Sy Reich 58
Books of the Rails by Gorton T.H. Wilbur . 60
The Switch List 63
Coming Events 64
Pen Pals Wanted 64

RAILROAD MAGAZINE is published monthly by Popular Publications, Inc., 420 Lexington Ave., New York, N.Y. 10017. Second-class postage paid at New York and additional mailing offices. Copyright © 1977 by Popular Publications, Inc., under Universal, International and Pan-American Copyright Conventions. All rights reserved, including the right of reproduction, in whole or in part, in any form. Single copy $1.00 Subscription in U.S.A.: one year $10, two years $18. Elsewhere: one year $12, two years $22. Title registered in U.S. Patent Office. Send all subscriptions and renewals to Railroad Magazine, Portland Place, Boulder, Colo. 80302. Address other mail to 420 Lexington Ave., New York, N.Y. 10017. Printed in U.S.A. Please query the editor before submitting manuscripts. We exercise care in handling unsolicited material, but assume no responsibility for its return.

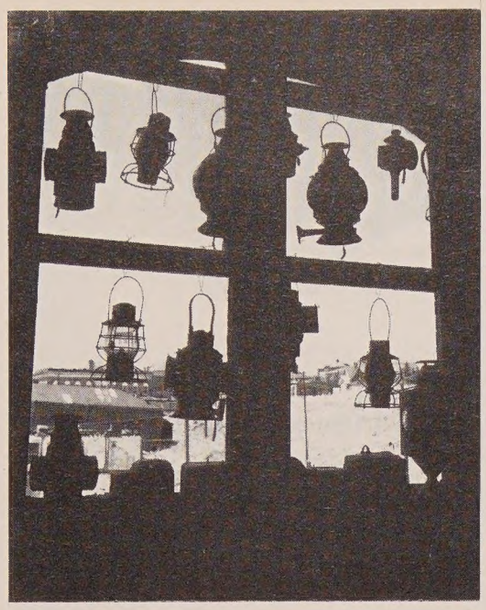
Bruce Russell, 33 Lorraine St., Glen Ridge, N.J. 07028

Long Island Rail Road General Motors GP-38 in Jamaica yards. Unit was painted in the MTA color scheme intended for service on LI passenger trains.



THE MAIL CAR

where editors and readers meet



Elderly rail lanterns silhouetted against the Colorado sky through window in Cripple Creek Museum, formerly Midland Terminal R.R. depot, filled with railroadiana.

Photograph by Edward J. Wojtas

OUR UNIQUE cover shot is used by courtesy of *Family Lines,* the magazine of the Family Lines System, embracing the Louisville & Nashville, the Seaboard Coast Line, the Georgia, the Clinchfield, and the West Point Route.

Back cover shows freshly-painted D&H shark 1216 at Colonie, N.Y., in 1974. Photo by Jim Shaughnessy, 479 8th Ave., Troy, N.Y. 12182.

He Knew Bedwell

HARRY BEDWELL, who died in 1955, was not pounding brass for the Southern Pacific in Santa Susana, Calif., at the time, as you have stated. I knew him well. On Aug. 1, 1952, Harry and I traded positions and seniority. I was on leave from the Portland Division, due to my wife's ill health and looking for a sunnier climate, and was then working as agent for the Kansas City Southern-L&A system at Coushatta, La. I left that system to take Harry's job at Montalvo, Calif., which worked only a few weeks during the late summer orange season.

Duties there consisted of copying only two train orders a day to get the Santa Paula local back four miles off a branch into Oxnard on the mainline (Coast). Apparently this job gave Harry a lot of time for writing or doing the well-known Eddie Sand book-reading. His house-trailer was still parked at Santa Susana and it seemed he went back and forth daily, about 33 miles each way. He had a lease on a 15x60-foot piece of SP property beside the SP depot where he was parked. I now have that lease (long expired), which I found when I closed SU station in May '74.

My friend and his wife, Lorraine, reported to Mr. Bailey, station clerk on the Portland Division. Harry was sent out to relieve agents, one of his strong points. He was good at many phases of railroading, just like his Eddie Sand, but preferred train-order jobs. Unfortunately, by 1952 most of them were gone, except at busy points. I understand he worked at Brownsville, at Glendale, and finally at Seghers as agent, for the next three years.

At age 67 he retired and bought a home in California about one mile east of Nevada City on Highway 20, about 50 miles northeast of Sacramento. It overlooked a lovely wooded valley. The house is still there but rather run-down by its present owners. It is the last house on the left side while climbing up the ridge to the top enroute from Nevada City to Reno. Alas, Harry and Lorraine had little time to enjoy their retirement together. He died Oct. 4, 1955, from an injury complicated by liver and kidney problems. Lorraine sold the house and went back to office work in Los Angeles. I don't know when she died.

Harry's brass-pounding ended in 1953, as Morse had been converted to phone lines in that year and didn't last even on remote branches. His job at Santa Susana was mostly as 2nd trick operator. He was there longer than on any other job. Even boomers settled down eventually.—Charles A. Munro, 635 Clay St., Fillmore, Calif. 93015.

Views and Reviews

DID ANY train-order office ever exist without being directly connected with a dispatcher and other operators by train wire? I ask this after reading Bedwell's "Pass to Seattle" in November issue. The retitling of that story from "Two-Legged Order" and the reason for doing so put a new dimension into rail fiction for me.

Bedwell didn't point out the real cause of a near-disaster. He only mentioned it casually as part of the boomer's reasoning. A lap order existed. The dispatcher sent the "run late" order to the inferior train before having restricted the superior train. This violated Rule 213, which reads: "Complete' must not be given to a train order for delivery to an inferior train until the order has been repeated or the 'X' response sent by the operator who receives the order for the superior train." Refer also to Rules 212 and 214 for further involvement and use of the 'X' response.—Warren B. Crater, retired CNJ locomotive engineer and *Interesting Railfan*, 270 W. Colfax, Ave., Roselle Park, N.J. 07204.

WE HAVE just finished reading *The Great Railway Bazaar,* by Paul Theroux, a pocketbook listed on its weird cover as a "runaway best-seller." Its author relates in detail his adventures while riding trains through Asia. Beginning with the 15:30 from London to Paris and going clear through to Vladivostok and Yokohama, on one train after another, 30 in all, he includes such romantic names as the *Direct-Orient,* the *Teheran Express,* the *Khyber Pass Local,* the *Frontier Mail,* the *Delhi Mail,* the *Grand Trunk Express,* the *Mandalay Express,* the *International Express,* the *Golden Arrow,* the *North Star Night Express,* the *Hatsukari* ("Early Bird"), and *Trans-Siberian Express.*

The book has 342 pages of easy-to-read type, with a two-page map, is published by Ballantine Books, and sells for $1.95. Theroux, who is a traveling lecturer by profession, gives us a lot of information on Asiatic trains, the far-away places he visited, and the characters he met. His book is educational, but is not for those railfans who crave technical data about motive power and operation.

His material is brutally frank. What he says about some trains, their annoyingly poor schedules, their inefficient service, the low quality of food available on board (occasionally none at all), and some repulsive fellow travelers he had to associate with—such things discourage us from wanting to ride those trains.

The New York Times characterizes *The Great Railway Bazaar* as "the most consistently entertaining book in a long time . . . Funny, sardonic, wonderfully sensuous and evocative in its descriptions, casually horrifying in its impact." The term "wonderfully sensuous" is a polite way of saying that a few bits of Theroux are pornographic. His work needs more technical details, more beauty (it has practically none), and less eroticism. But had it been written that way, it probably would not be a "runaway best-seller."

WHAT USED to be Penn Central's Kinsman Yard but was abandoned four years ago is now one of Cleveland's worst eyesores: a field of about 20 or 25 and alive with rats! (PC is no longer a railroad, but still owns land.)

"I would guess there's one rat for every square yard of the property," said Eugene Stropkey, a city healty department supervisor.

Speaking for Penn Central, Thomas Hoppin said the railroad was concerned, but didn't know what to do about it.

Said he: "The place is a communal garbage dump. We sent men out there when we started getting complaints months ago and could hardly believe what we saw. The situation is out of control. We're bankrupt and don't have the resources to handle this. You need guards on the spot 24 hours a day, seven days a week, to stop the people from dumping garbage. We have a small police force there, but even our own men hate to go there unescorted, especially at night. It's a tough neighborhood."

A wrecking concern estimated the cost of cleaning the field at between $150,000 and $200,000. So if you have ever wondered what happens to abandoned railroad yard, that's one of the answers.

MEMBERS of the Brotherhood of Locomotive Engineers who have seen the bright red, two-ply-nylon jackets with the official BLE emblem can buy them for $9.25 each. Caps made of either polyester knit or nylon mesh cost $2.25. Details about ordering them may be had from BLE member P.F. Murtha, 1552 Glen Ave., Folcroft, Pa. 19032. Enclose SSE.

I REMEMBER a day in late December, 1962, when I was a college student at Ashland, Ky., and saw the *Everglades,* an express train on the RF&P, make an unscheduled stop a short distance south of the tiny station. Was something wrong? I hurried across the college campus to see, but before I reached it, the train was leaving town. Next day I learned from a newspaper what had happened.

The *Everglades* had stopped to deliver Christmas gifts to Louis F. ("Shirts") Blanton, Jr., a local hero. Behind that statement is a story. In 1955, Shirts had surprised and grappled with a safecracker in the real estate office where he worked. A bullet fired at his spine paralyzed him from the armpits down. Shirts has been confined to his home ever since. From his wheel-chair he waves at passing trains and watches for signs of sticking brakes, hotboxes, and unleashed cargo, to help prevent accidents.

"Many trainmen write to me," he says, "and some visit me. They've given me a lot of things. One day, freight train No. 375, instead of highballing through Ashland. Each year the cripple is Members of the crew, their arms loaded with packages, trooped up the path to my door. They brought me a television set, a transistor radio, and a giant Christmas card with 150 signatures."

"Wanna bet how long *their* snooty streamliner would wait for us?"

Drawn by Joseph Easley

An even bigger card with more than 800 signatures was given to him a year later, when I saw the *Everglades* stop in Ashland. Each year he is remembered.—William P. Moore III, 27 Crown Rd., Somerset, N.H. 08875.

The Personality Parade

WHILE collecting postcards, maps, pamphlets, etc., from the city of Petaluma, Calif., I became interested in the former Petaluma & Santa Rosa electric railway. P&SR items are rare, but I have two annual passes, a few freight bills, and some photos of equipment. Last August I found a copy of the very first issue of *Railroad Man's Magazine,* dated October, 1906, while rummaging through a box of railroadiana.—Miss Jo Ann Hills, P.O. I had never heard of your magazine, but was so much impressed by finding Vol. 1, No. 1, that I bought the entire box of railroadiana. Miss Jo Ann R. Hills, P.O. Box 1414, Downey, Calif. 90240.

EACH Wednesday noon about 30 Louisville & Nashville employees hold a brief religious service in the company's general office building at Louisville, Ky. At a recent meeting the soloist and speaker was the sweet-voiced Jane Holloway, crowned Miss Alabama in 1973, whose father was an L&N switchman. Jane sang "Jesus Made Me Higher" and "I Don't Know Why Jesus Loves Me."

Railcar at the Christchurch station of New Zealand Government Railways.
Photograph by William T. Morgan

WILLIAM H. DEMPSEY, chairman of the National Railway Labor Conference, has been elected president and chief executive officer of the Association of American Railroads, effective next April first. He succeeds the retiring Stephen Ailes.

YOUR snowy December cover by Nick Morant gave me a chill, recalling the 27-month hitch I served in Alaska during World War II with the 714th Railway Operating Battalion helping to run the Alaska Railroad.—Martin J. RoBards, editor of *Family Lines Magazine,* 908 W. Broadway, Louisville, Ky. 40201.

CONGRATULATIONS on your December issue! The front cover shot is the greatest. Hope you sell a million copies. The double-page picture of the new electric locomotive GM10B also is noteworthy, but unfortunately you omitted weight, length, and tractive effort.—Henry Korman, 3050 Maryland St., Longview, Wash. 98632.

INTERESTING RAILFAN Howard Fogg illustrated a poker deck, available for $2.95 from Santa Fe Ry. Advertising Direction, Inc., 221 S. Michigan Ave., Chicago, Ill. 60604. Picture shows the ATSF Bicentennial loco passing old No. 2913 at Fort Madison, Iowa. (Illinois residents add 5% sales tax.)

A SURVEY of the seven Eastern railroads in ConRail is being made with funds provided by the National Historical Publications and Records Commission for the Eleutherian Mills-Hagley Foundation. It aims to preserve valuable historical data from inadvertent or willful destruction. One of the researchers, Duane Swanson of the Minnesota Historical Society, headed the project which reduced Great Northern archives from 500,000 to 15,000 linear feet.

JAPANESE railroad workers in Tokyo really believe in loyalty to their iron horses. A union of 10,000 rail workers recently pledged there would be no more driving their automobiles to work. From now on, they promised to commute by train. It'll help the railroad industry, said the members, and ease traffic congestion as well.

I'M GATHERING material about U.S. railroad folk-music for a magazine here in Sweden and would like to get suitable pix for it. Who can help me?—Kjel Rosendahl, Ouddelugnsgatan 40, 1, S-724 73 Vasteras, Sweden.

LAST July 26th, switchman James Quale was shot and killed while riding a switch engine in Oklahoma City. It happened in the Katy yard adjacent to the Rock Island's Harter Yard where I work as a switchman. This incident brought home the fact that railroaders in the legal discharge of their duties are "sitting ducks" for weirdos and irresponsible kids. An 11-year-old boy was arrested and charged with the crime, but because of his age a court order bars news media from publishing his name or portrait. The order is being appealed to the U.S. Supreme Court.—Ronald G. Kiser, 3118 N.W. 48th St., Oklahoma City, Okla. 73112.

Reading Funeral Car

A FEW funeral trolleys were operated long ago, but we do not know of any railway funeral car except one on the old Philadelphia & Reading that we read about in the *Ontario Western Observer,* newsletter of the Ontario & Western Chapter of NRHS.

That one, No. 1793, was inaugurated Aug. 18, 1898, to run to and from trackside cemeteries. Built originally as a parlor car in the Reading, Pa., car shops in May, 1883, it was later converted to a passenger-baggage car and then to a funeral car, 60 feet long, with open platforms and two 16-inch rounded corner windows. It weighed about 73,000 pounds and was painted standard P&R green. In addition to the coffin, it had a seating capacity of 36.

The car was steam-heated and lighted by oil lamps. In November, 1910, the lamps were replaced by six Pintsch drop-type, single, gas lamps with mantles. Under the Pintsch system, acetylene gas was compressed into portable tanks attached to the underbodies of cars for use in an ingenious burner with the flame free from drafts when the car was running. The interior was finished in red mahogany, with a veneer ceiling, and was divided into three principal sections: a casket area, a small private room, and a large passenger room.

When Lawrence J. Barrett, shipping and freight agent, died in June, 1917, the car was sent to his last home at Sewaren, N.J., to take his remains to Port Reading, where the car was placed on the central wye track to allow employes to pay their last respects. Then the body was carried to Philadelphia for burial.

In August, 1912, the car was used for a grandmother of Earl R. Coock, P&R auditor of disbursements, who supplied this story. It ran from Reading Terminal, Philadelphia, to the Roslyn-Hillside Cemetery with four Coock brothers, all active or past company employes, and an uncle and a cousin, as pallbearers. At length, on July 25, 1926, was taken out of service.

By a grim coincidence, the car number (1793) was the same as that of Philadelphia's most tragic year, when the town became a charnel house from yellow fever. The daily cry "Bring out your dead!" was dinned into the ears of terrified residents. Out of an estimated

population of less than 40,000, more than one-third fled from the town for safety, while 4,044 of the rest died between August 1st and November 9th.

Down in New Zealand

ARRIVING in New Zealand last October for the third time, I wanted to start photographing railroad subjects again. My first day off was a Sunday. Since almost nothing on rails moves on Sundays here, I decided to visit the large Linwood locomotive depot in downtown Christchurch, where locos are serviced and minor repairs made. With the growing number of "No trespassing—Enter only on railway business" signs appearing in New Zealand, I went directly to the office. I was given a friendly welcome and was told, "Take all the photos you want."

There must have been 60 to 75 diesels parked there. Various-sized switchers abounded. Present were many road units: the DJ class, 150-hp units built by Mitsubishi in Japan, and the DG class, 750-hp units built in England by English Electric. And as icing on the cake, a Vulcan railcar and several Drewry Car Co. Fiat-powered twin railcars.

Nearly hidden by the diesels were two steamers, including Kb class 4-8-4 No. 968. The Kb class were the largest steam engines in New Zealand. After steam was phased out in about 1970, the 968 was kept in service for excursions and special trains. Now she sets forlornly in Christchurch, with broken windows, missing side-rods.

I was shocked at the number of passenger runs, 21, that have been discontinued since I was here nine months before. Five of these affect Christchurch. All the runs were operated by railcars, built in 1955-'56 and often breaking down. Ten were withdrawn from service in 1976.

As I had never ridden a railcar in New Zealand, I booked a reservation to Kaikoura on train 95, the express railcar from Christchurch to Picton. At 6:00 a.m. I was on the station platform with 300 or 400 other people. New Zealand Railways will have to pull a little magic, I thought, to get all these people in an 88-seat railcar! But to my disappointment, DJ 1247 and seven coaches rolled up to the station. No railcar! Then it dawned on me. The day was Oct. 22nd, New Zealand's Labor Day week-end. The large number of travelers required a conventional train.

We eased out of Christchurch 17 minutes late, for the 121-mile, 4-hour journey. At first the scenery was repetitive: pastures and sheep, sheep, sheep, and more sheep. But in the last hour of my ride the scenery was spectacular, right beside the ocean, at times only about 30 feet away. The Haumuri Bluffs are steep and ruggedly beautiful. At places the track nearly wets its run right into the ocean; necessitating tunnels. I counted 14 tunnels in perhaps 20 miles. At one point, on a sharp curve right on the water's edge, I saw many old 4-wheeled railway coaches forming part of the seawall; to my surprise, the hulk of a small steam locomotive also!

The train arrived at Kaikoura on time. The station there is only about 200 feet from the Pacific. In the near background is the Kaikoura Mountain Range, the snowcapped peaks made a great background for my railroad photos. Four DG's and a few DJ's were present. A switchman was standing near me as DG 780 was backing from the diesel shop into the yard. He asked, "You want a photo of that one?"

"Yes," I said. "It's the cleanest one."

He yelled at the engine crew and stopped the unit, so I could take a photo! That is typical of the friendliness of New Zealanders.

I shot other pictures, too. It was a fantastic day, but I still haven't ridden a New Zealand railcar.

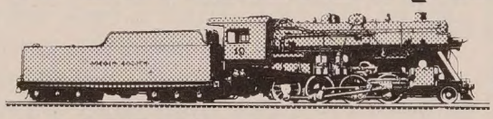
By the way, here's a novel use for a turntable. Last July 17th, one at Paekakariki was incorporated in State Highway No. 1 for a short time when the highway was blocked by floodwaters. An alternative for peak-hour traffic was formed by diverting cars off the road and into the railway yard. From there the temporary route led across the turntable and out on to the highway again. The turntable was an unavoidable part of the detour as the yard at this point consists of a narrow strip between the steam engine shed and the low-lying flooded main highway.—William T. Morgan, AG2, OPS/MET Code 30. NACASUPPOR ANTARTICA, FPO San Francisco 96601.

Our Monthly Newscast

A MEXICAN tourist train and a freight on the Chihuahua-Pacific Ry. met head-on last October 11th in the rugged Sierra Madre Mts., killing 38 persons and injuring at least 60 others, near the village of Creel, about 700 miles north of Mexico City.

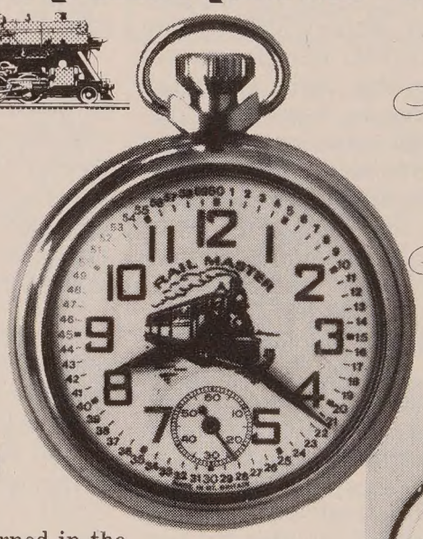
CONRAIL reportedly hauled about 9,400,000 tons of grain last season, 50 percent more than last year. Unit trains were the key to this operation. Each train consisted of 100 cars, carrying about 10,000 tons of grain from Midwestern elevators to shipside at Philadelphia, Baltimore, and Albany.

A CLASSIC RAILROAD WATCH



A DEPENDABLE TIMEPIECE IN THE OLD-TIME TRADITION!

ONLY $11.95



Beautifully Engraved Backplate

Jeweler's Gold-Tone Finish

A modern Pocket Watch patterned in the traditional *Railroad Style* used for decades by railroad men to keep exact, split-second time. Accurate! Dependable! A watch you'll be proud to own or give as a gift—now at an *amazing LOW price!* Precision movement, extra large markings, second hand, and heavy-duty case finished in polished jeweler's Gold-Tone with swivel. A steam locomotive is handsomely embossed on the backplate! Two styles of Gold-Tone Double Link Watch Chains are available or a fine quality leather holder to keep your watch securely on your belt. *Supplies are limited —order today.* Money-Back Guarantee!

No. 5131A—Railroad Pocket Watch 11.95
No. 5145—Double Link Watch Chain 1.98
No. 5146—Deluxe Heavy Watch Chain 2.98
No. 5135—Leather Watch Belt Holder 4.98

(Please enclose 80¢ on each order to pay part of shipping & handling costs. N.Y. State residents please add sales tax.)

MAIL YOUR ORDER TODAY — SATISFACTION GUARANTEED OR YOUR MONEY BACK!
FOSTER-TRENT INC., 2345 POST ROAD, DEPT. 291-N, LARCHMONT, N.Y. 10538

ABANDONMENT of carferry service across Lake Michigan by the Chessie System, the Grand Trunk Western, and the Ann Arbor would have a quick, severe, adverse, and irrevocable environmental impact, according to the ICC. As a result, 67,685 rail cars would have to be diverted and rerouted through Chicago. While more than 400 rail employees would face job cuts, the ICC also said there would also be a $6.9 million loss in tourism, a reduction of 200 tourism-related jobs and 500 other ferry jobs, and a 92% diversion of auto traffic to Chicago.

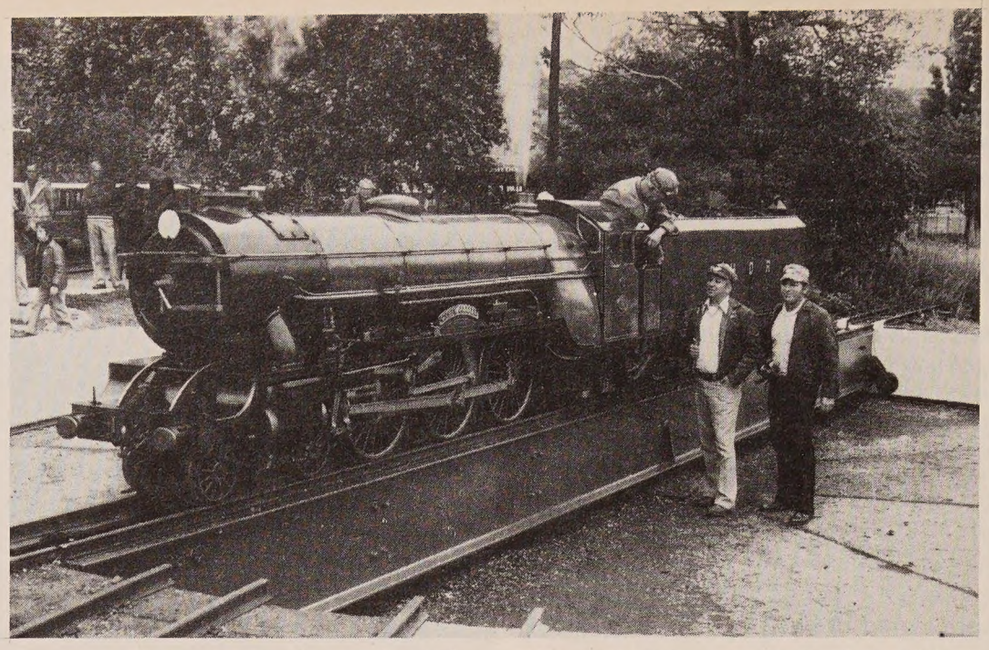
THE LARGEST system gang ever assembled on the Rock Island—except for original construction nearly 125 years ago—is rehabilitating the road's Memphis-to-Tucumari trackage. Jerry Bryant, field project manager, reports that the 225 gandy dancers, with skills honed in Arkansas, reached El Reno, Okla. by Christmas and were still going strong. Says trustee William M. Gibbons: "We have budgeted about $1.5 million a month since May over this route. Funds are being put back into the railroad from modest earnings and not from borrowing. As long as the Rock can afford to allocate revenue for these purposes, and as long as our shippers support us, we will continue the program."

"RAIL CITY SPECIAL," the weekly half-hour radio program devoted entirely to railroading, began its new season this year on January 4th at 10:30 p.m. over WOJO (FM 105). Broadcasting from atop the John Hancock Center, WOJO can be heard for a distance of up to 90 miles from Chicago According to *Interesting Railfan* Roy Arpan, originator and host of the evening program, it is designed for those interested in train travel and railroad technology and history. Each show features rail-oriented news and interviews. During its first two years it presented Amtrak president Paul Reistrup, Auto-Train president Eugene Garfield, *Railroad Magazine* editor Freeman Hubbard, various rail authors, etc.

PENN CENTRAL trustees have asked Federal court in Philadelphia for permission to sell $1,250,000 worth of New York real estate. The latter city's Yale Club wants to buy the property at the northwest corner of 44th Street and Vanderbilt Avenue, across the street from Grand Central Terminal.

ACCORDING to Charles H. Allen, a ConRail regional engineer, it will take ConRail ten years to catch up on needed rehabilitation of the 35,000 miles of track it operates.

TEN THOUSAND lucky people who got in first enjoyed rides on Great Britain's new High Speed train from London to Bristol (118 miles) or Cardiff (141 miles). To advertise the service, British Rail charged a return fare equivalent to about $2. Changing the subject, did you know that eight paragraphs of Lewis Carroll's famous book, *Alice in Wonderland,* published in 1871, devotes 8 paragraphs to a railway travel incident?—Joseph Fox *(Interesting Railfan),* 4 Heathfield, Holden Ave., North Finchley, London N12 8HY, England.



Romney, Hythe & Dymchurch Ry. 15″ gage *Green Goddess* on Hythe turntable in England. Engine driver George Barlow talks with Harry Garland, an *Interesting Railfan*, June 2, '76, visiting with some Los Angeles live steamers.

R.E. Ruffell, 2 Victoria Villas, High St., Little Sandhurst, Camberly, Surrey, England

FIVE MORE policemen—and their dogs—have been graduated from ConRail's Police Canine Training Center in Philadelphia and are now helping to patrol railroad property, especially yards in the major metropolitan areas. Each dog lives at the policeman's home.

A HUSBAND can now get a rail spouse's benefits, regardless of whether or not she was contributing at least half of his support when she began receiving benefits. This unprecedented decision of the U.S. Circuit Court of Appeals, sitting in Cincinnati, Ohio, is expected to add about $62 million in benefits each year to men whose wives are retired railroad employees. Anthony S. Kalina, 73, of Lakewood, Ohio, was awarded a spouse's annuity by a three-judge panel because his wife, Emilie, 77, had worked in the railroad industry for 51 years and was receiving retirement benefits.

In 1972, the Railroad Retirement Board denied his application for spouse's benefits because Emilie had not provided at least half of his support at the time she began receiving benefits. A section of the Retirement Act provided that a female spouse of a retired employe automatically qualified for benefits. However, a male spouse was required to prove that she contributed half his support.

Mrs. Kalina retired from Penn Central in January 1971 and began receiving retirement benefits that month. In August 1972, Anthony filed for spouse's benefits. He had retired a year earlier as a college history professor in Minnesota. The board denied his request, stating that in the 12 months preceding Emilie's retirement he had earned $8,400 while his wife had earned $7,600. Thus, she had failed to provide at least half his support.

Anthony's lawyer took the case to the court of appeals. The latter held that the section dealing with the qualifications based on dependency "violates the equal protection component of the due process clause because it provides dissimiliar treatment for men and women who are similarly situated, without a sufficient basis for the discrimination."

Editorial of the Month

AN EXCELLENT example of why a uniform Federal law to deal with trackside vandals is needed—a position adopted by the Brotherhood of Locomotive Engineers—is afforded by the California Penal Code, editorializes the *Locomotive Engineer.*

Section 219.2 of the Penal Code provides punishment of imprisonment in the county jail for not more than one year, or in a state prison for not more than three years, and/or a fine of not less than $50 nor more than $500 for anyone convicted of throwing a missle—or shooting—at a train or other transportation vehicle.

Section 218, however, dealing with the "wrecking of trains," provides life imprisonment without possibility of parole for anyone convicted of throwing a switch, removing a rail, placing an obstruction on the tracks, placing explosive material on or near the track, or setting fire to a bridge or trestle with the intent of wrecking a train.

Section 219 of the Penal Code is virtually the same as Section 218, except that anyone convicted of those misdeeds with the result that a train is wrecked and someone is injured shall be punished by death. In the event that no one is injured in such a wreck, the guilty are subject to punishment by death or imprisonment for life without possibility of parole, at the option of the jury.

The BLE position is that the best way to attack the problem of vandals throwing things at trains, or performing other acts of maliciousness against train crews or passengers, is to enact strong *Federal* laws, uniform throughout the country, which will be enforced.

The BLE believes that the various state and local laws dealing with vandalism are not strong enough. BLE members are urged to cooperate in this campaign for strong Federal anti-vandal laws by providing their vice president, E.L. McCulloch, with documentation of any acts of vandalism experienced or witnessed in order that our Senators and Congressmen may be made aware of the vital need for action in the Congress. His address is 819 Railway Labor Bldg., 400 First Street, N.W., Washington, D.C. 20001.

A Cornfield Meet

A RADIO announcement of a serious wreck on the Santa Fe near Springer, N.M., interrupted breakfast in my home in Albuquerque on September 5, 1956. A passenger train running through early that morning had rammed the head end of a standing train, with many casulties.

I was then an official of the U.S. Atomic Energy Commission. When I arrived at my office, my assistant mentioned the wreck. I told him that 35 years had passed since I had worked in the Santa Fe's Operating Department and then only as a secretary. My father had been a Santa Fe agent. I recalled his having told me about a railroad rule that whenever an employe stood by a switch ready to change its position after the passing of a train, he had to wait on the opposite side of the track from the switch-stand, so there would be no opportunity for him to change the switch's position at the last minute. That was because of a tendency to some men to get rattled and jiggle the switch in an emergency.

Later, I obtained a copy of the ICC report on that particular wreck. Here is a summary of it:

Train No. 8, diesel-electric units 41, 41A, 41B, and 41C, with 15 cars, standing. No. 19, diesel-electric units 30C, 30B, 30A, and 30, with 14 cars, was making an estimated speed 63 mph. Operation: Timetable, train orders, and automatic block system. Track: tangent, 1.08 percent descending grade eastbound. Weather: clear. Time, 3:01 a.m., very dark. Casualties, 20 killed, 4 injured.

No. 8 was an eastbound first-class mail and express train. It consisted of 11 baggage cars, one express-refrigerator car, one combination baggage-coach, one smoking car, and one business car, in the order named. While the report did not so indicate, this business car was occupied by R.G. Rydin, vice president, Executive Dept., Chicago. I assume it was car 40, which he often used. I had known Mr. Rydin during the early '40's.

No. 19, *The Chief,* had one baggage car, one baggage-dormitory car, two sleepers, one dining car, one dome-lounge car, one sleeper, two chair cars, one lunch-counter car, three chair cars, and one chair-observation car, in the order named. All were of lightweight construction.

Both trains had received train order No. 508 reading: "No. 8, Eng. 41, meet No. 19, Eng. 30, at Robinson. No. 8 take siding."

Robinson was a blind siding 45.7 miles west of Raton, N.M. No. 19 left Raton at 2:20 a.m., seven minutes late, and passed Springer, 6.1 miles east of Robinson (the last open office) at 2:55 a.m., one minute, when it entered the siding at a speed of about 63 mph and struck No. 8. The impact threw No. 8 westward for about 40 feet. The first and second diesel units and the front truck of the third unit were derailed. The first diesel unit was demolished. Most of the cars were damaged.

On train 19, the four diesel units, the first six cars, and the front truck of the 7th car were derailed. The first diesel unit was demolished. The other 3 were badly damaged. The first two cars were destroyed; the third, fourth, fifth, and sixth were badly damaged.

The engineer of No. 8 was killed. So were the engineer, fireman, and conductor on No. 19 and one employe riding that train but not on duty. The other deaths were of dining and lounge car employes in car 1382, the second car on No. 19, the side and roof of which were demolished. No 19's head brakeman was injured.

And how did it happen? When No. 8 stopped beside the west siding switch at Robinson, the fireman alighted and opened it. After the train had entered the siding, the flagman closed and locked the west switch. The train then proceeded to the east end of the siding.

After the train had stopped, the engineer shut off his headlight. The fireman then unlocked the padlock which secured the treadle and switch-point lock. He said he then crossed the track and took a position opposite the switch-stand and about 25 feet south of the track. After crossing the track he turned off his electric light. He said that as No. 19 approached he was looking toward the track and when No. 19 reached a point which he thought was about a quarter mile east of the switch, he heard the engineer of No. 8 sound the pneumatic horn several times.

He said he had been positive that the switch was properly lined for the movement of No. 19 on the main track, but when he heard the horn he became confused and thought the engineer intended the sounds as a signal to him to line the switch for entry to the siding.

At this time No. 19 was closely approaching. The fireman said he crossed the track, unlocked and opened the switch. The locomotive of No. 19 passed immediately afterward, and the wreck ensued.

Railroad Dining Car Silverware, China, Glassware & Linen

For FREE Catalog send now to

A&M SALES
P.O. Box 133
Greenlawn, N.Y. 11740

New Haven Division Characteristic Maps based on catenary nos. shows complete interlockings, stations, drawbridges, location of, overhead bridges, underpasses, culverts, M.P., Sdgs., Derails; phones also parallel Hwys. and Rivers.

Book 1E 68 pages—Woodlawn to South Norwalk $7.00 ea.
Book 2DI 39 pages—So. Norwalk to Danbury $5.00 ea.
Book 3F 76 pages—So. Norwalk to New Haven $7.00 ea.

Send Check or M.O. to E.K. Baudisch, P.O. Box 4603, Stamford, Conn. 06907. Price incids. mailing & handling.

CLOTH
RAILROAD EMBLEMS
HICKORY STRIPE ENGINEER CAPS
SERVING: RAILROADS—MUSEUMS—DEALERS—INDIVIDUALS—CLUBS HISTORICAL SOCIETIES
INQUIRIES WELCOMED
OVER 375 DIFFERENT DESIGNS IN STOCK
MANY FROM DEFUNCT LINES
LIST & TWO SAMPLES EMBLEMS $1.25

BOSCH EMBROIDERY INC.
P.O. BOX 8565 KANSAS CITY, MISSOURI 64114
ORIGINATORS & MANUFACTURERS OF RAILROAD EMBLEMS SINCE 1926

It is my opinion that the fireman, despite his testimony, did *not* cross the track in the first place, as he would hardly have had time to recross it after hearing the horn of No. 8's engine.

The ICC report concludes: "The accident was caused by the fireman of a train on a siding stationing himself near a main line switch in violation of a rule and then recoming confused and opening the switch immediately in front of an approaching train."

So far as I know, the fireman was never prosecuted, management apparently figuring that his discharge and the thought that he was responsible for those 20 deaths were sufficient punishment.—Edward Mahoney, 5418 Ellsworth Ave., Dallas, Texas 75206.

Railroading in Canada

CANADIAN NATIONAL has awarded to an Edmonston plant a contract for the manufacture and supply of 1.5 million concrete ties—the largest single order ever placed by CN for such ties. Although concrete ties cost more than conventional wooden ties, their increased life expectancy more than offsets this. In addition, concrete ties will increase rail life by providing a more rigid track structure.

Another advantage is that fewer concrete ties per mile are required, due to their increased load-bearing capability. Wooden ties are installed at a rate of 3,000 per mile, while the concrete ties are being installed at 2,640 to the mile. There are presently some eight million wooden ties in the 2,500 miles of CN mail line trackage between Capreol and Vancouver.

JULIA LAWRENCE, 21, is one of a few women recently taken on as Canadian National yard helpers and "brakemen," having completed a three-week training course. She works on passenger and freight trains enroute from Toronto to Montreal, Windsor, or even Winnipeg.

"I was the first woman to hold such a job on the CN mainline," she says with pride. "On freights, I can ride the engine. I like it better there. I can see where I am going. Riding back in the van (caboose) is boring. It's like the rear of a bus—you can't see very much."

An oldtimer commented: "Women couldn't have held jobs like that 20 or more years ago, when you had to walk the car tops."

Julia hired out to the CN because her brother had said: "People can handle jobs if they really want to. It doesn't matter if you are a woman or a man."

Canadian yard helpers and brakemen can make anywhere from $400 to $1,000 every two weeks, depending upon which runs are available. Some get as much as $25,000 a year. But Julia isn't the only woman doing nonclerical work for the Canadian National. Susan Reidlinger is a CN policewoman who patrols the yards and Union Station in Toronto. Joanna Bartock is in training as railway policeman to be stationed in Hamilton.

Finally there is Beverly McCallum, who is five feet tall and CN's first woman tractor-trailer operator.

A RAIL SYSTEM costing about $10 billion and capable of carrying as much oil and gas as a mainline would be the best transpiration investment for developing the Arctic, according to John Gratwick, a Canadian National vice president. Referring to a 13-volume feasibility study undertaken jointly by CN and CP Rail, he visualized an Arctic railway capable of hauling "two million barrels of oil and three billion cubic feet of liquified gas a day (the equivalent of a 48-inch pipeline for gas and another 48-inch pipeline for oil. With that quantity, he said "tariffs would be competitive with other modes of transportation."

The official said some new technology would be introduced because of Arctic operating conditions. He cited the use of cold-resistant alloys in the construction of motive power equipment, special trackside controls to measure defects in cars and locomotives, and a track-recorder car to monitor track conditions. He noted that the high construction costs would mean "government alone is capable of committing the resources necessary for development."

However, "costs should not be the sole criteria for comparison," he indicated. "It would be a serious mistake to look at oil and gas movements by pipeline without taking into account the need for transportation systems in the north which can handle a variety of traffic in both directions."

THE SEARCH for four tank cars full of deadly chlorine lost at sea 20 months ago may be resumed. British Columbia Hydro & Power Authority maintenance workers in the Strait of Georgia, where the tanks disappeared Feb. 19, 1975, recently discovered large heavy objects lying on its underwater cables.

CANADIAN NATIONAL car and passenger ferry *Leif Erickson* is being sold to Greek shipping interests. Bought in Europe, this vessel was converted to ferry service and made her first run as such between North Sydney and Port au Badques, Newfoundland, on June 9, 1966. She was retired in 1975.

Woes of a Commuter

THE FIRST streaks of dawn already glow on thick clouds covering the working-class suburb of Honorio Gurgel in Brazil as Jose Ribamar pats his two-year-old son on the head and leaves for work.

If the train runs on time and he makes his connections to a bus and a ferry, he'll get to work in less than two hours. But if the commuter train service isn't up to par, Jose knows he'll arrive late, aggravated and defeated in his twice daily battle with Rio's infamous Central do Brasil Railroad.

Jose, 33, is one of about 550,000 passengers who fight daily for places on some 175 ancient electric trains serving commuting workers who live in the northern industrial suburbs of Rio de Janeiro.

During the morning rush hour almost 200,000 workers pack the trains arriving at the downtown Rio station at a rate of 46,000 per hour in a state of mass confusion which makes an ant hill look calm. After a 10-minute walk through his neighborhood, 40 miles north of Rio, Jose arrives at the Honorio Gurgel station, pays a six-cent fare, and hopes the train won't be late.

"When the trains go good, they go very good," he says. "They're cheap, and they're fast. But when they're off, they're horrible. Sometimes after one station, the train stops in the middle of the line, and no one knows why. Everyone waits, packed in tightly, and they get mad. But I think the Central's better than it was, and when it's on time

No. 13 COLORADO RAIL ANNUAL
Florence & Cripple Creek
Gold Belt Route — Phantom Canyon narrow gauge shortline — **$14.75** ppd.
detailed text hundreds illus.
Colorado Railroad Museum
Dept. R Box 10 Golden CO 80401

REAL STEAM TRAINS
15" — 16" — 24" — 36"
GAUGES

"LITTLE TOOT"

CROWN METAL PRODUCTS CO.
WYANO, PENNA. 15695
Send for FREE circular

it's always better than the bus, which takes more than an hour and costs me 22 cents.

Jose's train is already a little late. Every time he thinks it's coming, the rattling gray-blue electric cars barrel through the station on the express line with commuters perilously hanging from each unit's supposedly automatic-closing doors.

The foolhardy hangers-on, called *pingentes* in Brazilian slang, account for most of the serious accidents on the line—averaging about two per day! Instead of riding inside the train, the *pingentes* hang outside, hooked to a door or window by only a hand, arm or leg, leaving little room for clearance with signals and walls along the narrow right-of-way.

"It's not so much a question of the *pingentes* being uncomfortable riding inside the train," Jose says. "It's just they're accustomed to hanging on the outside, and they say they like the ventilation. When one of them falls, he usually takes two or three with him. Most of them die quickly."

The Central has guards in the stations to arrest and fine *pingentes.* But pointing at the many bodies sticking out of the doors of a passing express," Jose says, "I don't think the guards are doing much good."

Finally, Jose's train whines into the station with air-brakes hissing and electric engines clicking in neutral gear. He catapults his six-foot, 200-pound body into a wall of compressed humanity exposed by a gaping double door and is swallowed by the multitude. He struggles to the back of the car to find breathing room.

Twenty-five minutes after his train arrives—late—Jose flows out of the car with the crowd, riding a stream of people until deposited at a bus stop outside the station. Eventually, he punches the time clock at his office nearly two hours after he left home.

Eight hours later, his odyssey reverses. Jose is back on a swaying train, packed into a steaming mass of weary workers. At a stop he is lucky . . . a fat woman with shopping bags struggles out of a seat. In a flash Jose is in her place on the hard wooden bench. For this trip on the Central do Brasil, he's riding first class.

The Two Tunnels

SOME French engineers like to talk. I know one who didn't. He almost never said a word to his fireman, even when everything was going wrong. He must have been thinking, remembering. You could see it in his eyes. He had been deported in World War II, and tortured. He had suffered horribly, but I never knew him to speak about his experiences.

Uniforms really turned his stomach. Even the sight of a conductor coming up to the engine for some yard switching was enough to shake him. He must have kept visualizing those German Army uniforms.

One day, we were waiting for a run out of Villeneuve-Saint-Georges with a coalburning 141R, one of those American-built Mikados. We had been assigned to a train and we coupled up to it. My engineer had a surprise: it was a whole trainload of CRS—black-uniformed *Compagnies Republicaines de Securité,* the state troopers who were used to control riots in France. They were being moved with all their gear, their trucks, and their jeeps.

When my engineer saw his train, he turned white. The first thing he did was to try the water-hose in his cab. On the road, that hose was supposed to run at a trickle to keep the coal wetted down. But he tested it at full pressure.

Our orders said we'd go out through Corbeil. Before we started, he told me that he wanted a light thin fire. He said he'd take over the firing before we reached the Corbeil tunnel. And it was there I saw the whole operation. He closed the throttle down to only 60 pounds of pressure in the cylinders. The blower was hardly open; we had no draft at all. Instead of using the mechanical stoker, he painstakingly loaded the firebox with a shovel. Then he shut everything down. Once we were inside the tunnel, he aimed the water-hose at the tunnel roof.

We didn't even have to see the result. We knew what must have happened with the water and that massive cloud of black smoke. We didn't stop at Corbeil, but kept going until we reached the short tunnel at Melun. Again, a perfect job with the hose.

At the end of our run our relief crew was waiting for us at the water tower. And back at the end of the train, the engineer could see the commandant of that convoy of riot troops coming up to have a word with us. I suppose he wanted to talk about the condition of the tarpaulins and the windows on his trucks. We got a good look at them. Then the engineer, the man who virtually never talked, uttered a few words.

"Come on," he told me. "We'll get out on the other side."

We did so, and the relief crew caught all the hell. Luckily, their engineer was a big fat fellow with a loud mouth who could give back all he took. We heard about it later.

That was a special case. Ever so often, when we were doubleheading a train, we'd go through the same routine. Then the crew on the second engine caught everything but could retaliate. They'd close their windows and shut down their fire. Instead of both locomotives pulling, one had to drag not only the train but also the engine behind it. Naturally, you had to make sure the right kind of crew was on the second engine. But it was always good for a laugh, blackface comedy I guess you'd call it, especially with the help of that hose.—Sergy Vitry, retired French locomotive engineer, translated by Dan Behrman, 4 Rue Joseph Bara, Paris, 6e, France.

Pot-belly stove in waiting room across tracks from main Reading Lines depot at Ambler, Pa., in May, 1974.

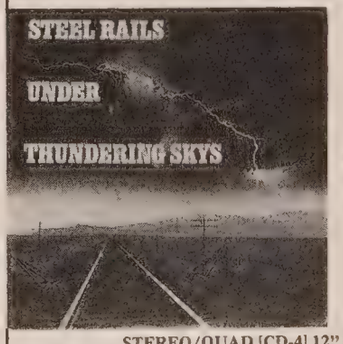
Bob Storks, 1421 Arch St., Philadelphia, Pa. 19102

READING'S VICTORIAN STATIONS

Station for station, the Reading RR had more unusual and architecturally interesting depots than any other railroad in the U.S. For the first time vintage photos of nearly 180 of these stations, many from company files, have been assembled in a single quality book. Reading Terminal to Gettysburg to New Hope to Shamokin—in between and beyond. Most of the best are included plus 1920 station roster and a system map. 120 pages 8½″ x 11″: Soft cover $5.95, limited hardbound edition $10.95. PA residents, 6% tax.
The BAGGAGE CAR, Box 223, Strasburg, PA 17579

RECORD of the MONTH

SB 4505 Steel Rails Under Thundering Skies



to readers of RAILROAD $6.49 this month ONLY to your DOOR

STEREO/QUAD [CD-4] 12" LP

Here it is fans, the second section of Steam RR Under Thundering Skies. Locomotives included: No. 4449, No. 759, No. 8444, No. 1702 & 11 (Reader), No. 36 (White Mtn.), No. 2102, No. 1246 & 1278 (Steamtown), No. 34 & 28 (Sierra). Plenty of action — stack talk, whistles, thunder & rain, plus a watchmans chime clock. Yours for a bargain!

Offer good only during month of this magazine issue.

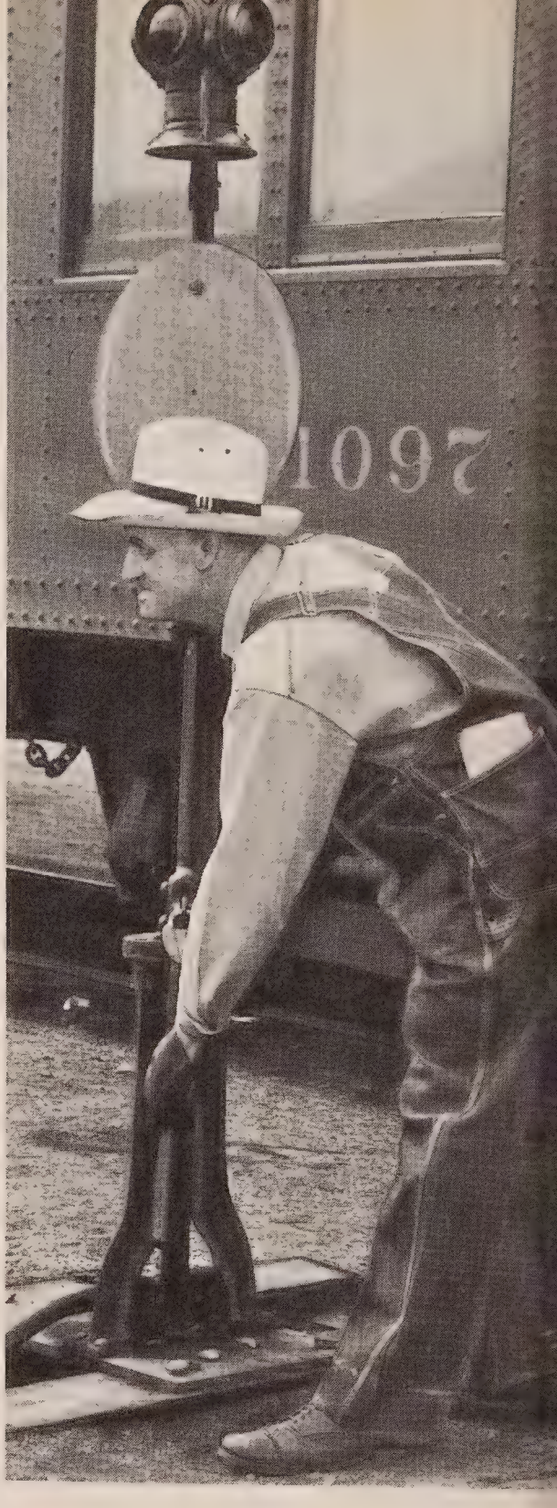
— FREE Catalog upon request —

Mobile Fidelity Records

P.O. Box 336, Burbank, Calif. 91503
or see your Hobby/Record Dealer

Stereo 8 or Quad 8 Track Tape — $7.49

Wanderlust



by MAXWELL SWAN

Nature Never Intended Me to Be a Home Guard; Not That I Wasn't Willing, but I just Had to Hit the Old Boomer Trail.

I COULDN'T connect with the Southern Pacific, so a fireman pal and I went north to San Francisco and walked the streets of the Golden Gate looking for a pike that needed a couple of good men. No soap.

Feeling a desire to eat more or less regular, we signed up with the crew of a coastwise freight ship; but after wallowing through a choppy sea as far as Portland, Ore., we both decided we weren't cut out for sailors and we took permanent shore leave—without our wages.

Our next venture was a lumber road in the big woods of Oregon. Try it some time. Three days of solid rain, climbing over slippery wet logs, and hand-braking down steep inclines were enough for me. My pal didn't do much better on the smoky end. So we pulled the pin by mutual agreement and headed for Washington.

No more fooling around! This time I'd work on a real railroad, settle down, and grow whiskers. To hell with braking! I hired out as a switchman in the Northern Pacific yards at Seattle. But nature never intended me to be a home guard. A few days later, the switchmen went on strike, and I was out again.

At that point I must have sunk pretty low. I took a job of trucking freight on the docks, which was just about the toughest chore I've ever tackled. I figured that if a man was a boomer he should be versatile enough to do anything that came along. Even so, I always stuck close to railroading or allied occupations—you meet your own kind there and keep in touch with what's going on. Usually when no operating job was open you could line up somethin g else, especially if you had a fair education—maybe as timekeeper on a section gang, or as roadmaster's clerk, or as engine watchman—until prospects got brighter.

Trucking freight is slave labor; but at least I was fixed for the winter of 1909 and 1910—or thought I was. I holed up in a cozy little room of a cheap hotel off Yesler Way, high above the city, where I could park my feet on the radiator and gaze down over the gray misty bay and the railyards that seemed to be perpetually sodden with rain.

One day a man on the docks told me the Chicago, Milwaukee & St. Paul was hiring brakemen on the other side of the Cascades. Now, instinct had taught me to look for a catch in any job that was bandied about. So I asked:

"What's wrong with it?"

He replied: "The smart boys prefer the runs outa Seattle. They get mountain pay an' enjoy city life. They don't want runs in the wilderness where there ain't any towns except where the road itself created."

That made sense. I knew the St. Paul had recently built through to the Pacific, blazing its own trail; but I didn't give a damn whether it was wilderness or not. After packing my toothbrush and extra shirt, I boarded a train for the nearest division point, which was Malden, Washington.

In those days the Columbia Division of the CM&StP ran some 300 miles between Avery, Idaho, at the foot of Bitter Root Mountains, and Cle-Elum, Washington. The line was powered by steam.

I have never seen a division with more variety. From the village of Avery, half buried in a gorge, you ride along the boulder-strewn bank of the Shadowy St. Joe River until you reach St. Maries and St. Joe, two Idaho towns in the rainy timber country, and the century-deep fertility of the Coeur D'Alene Indian Reservation.

STILL ROLLING westward, you cross the broad Columbia River on a high trestle and climb the grade to Boylston. You then descend into lush Yakima Valley and from there proceed to Cle-Elum terminal, above the back yards of which rise the majestic Cascades.

Truly a road of contrasts, the old Columbia Division! You suddenly find yourself in Yakima Valley, let's say on a June day, and inhale a breath like Indiana in haying time. Another experience you never forget comes on a stretch that parallels the Shadowy St. Joe as your train creeps along the stream's edge while the moon hangs low above the fir trees on the opposite bank. Under its silvery light I've seen hardened boomers in darkened cabs and silent cabooses give way to a mood of reverie.

In 1910 the Columbia Division, with headquarters at Malden, had three freight districts. One ran east to Avery, another west to Othello, and from Othello was an extension to Cle-Elum. If you were at Malden and were called for Othello, when you reached that point you might catch a drag to Cle-Elum and, if fate was against you, you might ply back and forth for many days between these two terminals before you got back to Malden.

That's exactly what happened to me. I had come up from California with nothing but light clothes and a Sunday suit. In the late afternoon I was hired and promptly went up town, to what town there was, to get a room. After that I dropped into a beanery.

While I was there stuffing my face the callboy found me by paging my name. He didn't know me from President Taft and he acted as mad as a wet cat because he'd had to chase me all over Malden.

"What time am I called for?" I asked, "and for what crew?"

"That's them," he said, pointing out in the yard where an engine was switching cars. "Old Man Garrity is fit to be tied. He's your conductor and it's some job makin' up a train with only one man."

I raised my eyebrows. "What about the goat?"

"Not on this pike, brother. You make up your own."

"So I'm due out right away?"

"Sooner than that," came the answer. "They've been workin' there for about an hour. You were called ten minutes after you signed up. There's not a man on the extra board but you—and you ain't even that any more."

I WAS incredulous. Having been used to the extra board on chain gangs, I gasped: "You mean that I catch a regular car right off the bat?"

"Yes." He picked up his lamp and turned to go. "And what a car you've caught!"

After I had topped off my meal with apple pie and coffee I went out. The night was dark as a coal mine, and rain was slanting across the yards. I saw a stocky, grizzled, old man following the engine. As I drew near he bent over to throw a switch.

"Are you Garrity?" I asked. "My

name's Maxwell Swan and I'm to brake on the head end."

He finished bending the iron. Then he stood up stiffly. "This is a helluva time to come around and tell me that!"

I studied his face by lantern light. It was worn and haggard and, of course, dripping with rain. I knew he was not well.

"Couldn't help it," I soothed. "I just hired out a few hours ago and went looking for a room."

He said petulantly: "Why do you want a room? You'll never be home."

Before I could answer that one, the old man thrust his lantern into my hand and ordered: "Here, take this and give me a hand."

"Can't I break away a few minutes?" I pleaded. "I'd like to go back for my working duds."

While I was speaking, a figure loomed out of the shadows and joined us. It proved to be the hind brakeman, whom I learned later was a broken-down boomer from Chicago.

The skipper turned to him with almost a snarl, saying: "This scissor-bill has just found his train and now he wants to get his working clothes."

The boomer winked broadly, as if confirming my impression of the old fellow's health and asking me not to be too hard on him.

"Okay," I said. "Let's go."

We hunted all over the yards for our cars, pulling track after track. As I have mentioned, the St. Paul road had recently been built through to the Coast, over raw land and with raw men—guys who couldn't, or wouldn't, put their trains away in decent order.

You seldom found a car according to the switch list; you had to comb all the tracks to locate it. And the entire garden was jammed. No wonder conductor Garrity was on the edge of a nervous breakdown!

IN ALL the time I was on the CM&StP payroll I don't believe we ever made up our train in less than three or four hours of switching—I mean rawhiding—and after that began the day's work of getting her over the division.

I was telling you about my first night on the St. Paul. When we finally had the train lined up and were ready to highball, Garrity hiked over to get his sign-off from the dispatcher, while I climbed into the engine cab for protection against the rain.

The engineer eyed me up and down. I had a bowler on. Water pouring over its brim made me look like a fountain in a city park. My new suit was soaked. The hoghead spoke to his fireboy.

"My, my! They dress fancy on the St. Paul. But I guess anything will do tonight, because I don't know the road and maybe this duke will point it out." He turned to me. "The fireman is new also," he said.

I had heard the story of an entire head end starting out over a new and strange pike. Well, here it was. I was nettled at his crack about my appearance.

"You have nothing on me," I replied. "I just got hired myself this afternoon. I may be a duke, but I'll be out of the gangway before you if we meet a headlight coming our way."

His jaw dropped. "I was only kidding," he said. "I'd never mistake you on account of the way you cut off those cars tonight. All the same, we're in a swell pickle. We'll have to check the stations one by one against the timecard."

We did just that, all night long; but we made our meets okay. Engines in those days had oil burning headlights, too dim to let us read names on sign posts, most of which were out on the barren prairie. Each time we approached a switch light, the eagle-eye would slow down and I'd gallop over to it, read the name, and catch the engine on the fly. Then we would check the name on the timecard. You can imagine that I was pretty tired when we finally hit Othello.

GARRITY was boiling mad over the delay. Whenever we slowed down I would see a frantic highball from the crummy. I guess he thought that every time the engineer reduced speed he was going to head in.

At Othello I had just put the engine away when he came charging up to me and demanded: "What in hell's the matter with you scissorbills? Can't you read orders?"

I told him the truth. "We were all new to the pike and we had to check them up."

"What a helluva road!" he grunted, but I could see he was not really displeased. Being a rail, I think he was glad we'd done what we did, instead of cry-babying for a pilot.

The hind man and I went to the greasy spoon and ate like timber wolves. It had been about sixteen hours since my last meal, at Malden.

"Where's a hotel?" I asked.

I hadn't had more than an occasional doze since I'd left my room in Seattle two days before.

"Hotel?" My companion gave a raucous laugh. "Right back in the crummy is all the hotel you'll get."

"But I have no blankets."

"Neither have I, brother. We'll hafta take turns keeping the old stove going."

That was a miserable night. The mercury took a sharp drop. Garrity had a moth-eaten blanket on his bunk, and he rolled into it and fell asleep. The rear brakeman sprawled out also, but not under a covering. He was just a sodden mass, like I was, but I refused to lay down in wet clothes.

It had taken us a full hour to cut our train into little bits and fit them into the yards wherever we could. Some poor guy would have to put the pieces together again the next day—that wasn't our worry.

I was so thoroughly drenched that I sat beside the fire to dry myself, snatching catnaps. When the flames died down, the cold would wake me up and I'd rustle the fire again. In between times I brewed a little of Garrity's coffee, which helped somewhat.

I COULDN'T SLEEP very much, so I did a lot of thinking. My mind wandered back over the past. This is as good a place as any to tell you that I was born in Chicago on October 18th, 1891. My father was a rail. First he helped to build the Chicago & Great Southern, then he ventured into business for himself, and later returned to railroading on the Chicago, Milwaukee & North Shore. He had two brothers, Orliff and Lloyd. Both became railroaders and so did Lloyd's two sons.

With this background, I devoured the earliest issues of *Railroad Man's Magazine* from 1906 to 1908, and quit school at the age of sixteen to get a job of switching on the Illinois Central.

If the angel who watches over drunks and fools hadn't stuck close by I might have been killed the very first night. It was not so simple to work in the yards at night as to hear boomers tell about it. Everything seemed different from what I had been led to believe.

I learned later that at the same time that the famous boomer "Haywire Mac" McClintock was drawing pay from the Burlington I was throwing switches at Betteravia, California. Then unknowingly we traded places, he appearing out there while I showed up on the "Q" in the Windy City.

Betteravia was operated by the Union Sugar Co. to service its mills, being tapped on the west by a spur to the Southern Pacific at Guadalupe, Calif., and on the east by the celebrated but now defunct Pacific Coast Railroad from Santa Maria. Handling, as it did, cars from both of the larger roads, Betteravia was one of those rare three-rail yards, narrow- and standard-gage combined; and as the Pacific Coast Railroad was a link-and-pin pike, experience there was a desirable addition to any boomer's record.

The Santa Maria had a standard-switcher, old 1073, equipped with a slotted bar to couple the Janney to the slim-gage drawbar. Our crew foreman, Jack Carroll, was a blond, immaculate Englishman who had worked as a conductor in Mexico but had left that southern republic about three jumps ahead of a revolution.

CARROLL was the best car-hand I ever knew. When I first began handling the links and pins at Betteravia I invariably used a club to guide the link into the drawbar. I did this because, in my travels around, I had met a number of three-fingered gents and I didn't want to become one of them, regardless of the drawing power they had in cadging free drinks at the sawdust boudoirs along South State Street.

However, I watched Carroll, in an approved safety-first manner, toss up the link with his toe; and after I had lost a toe-cap or two from my shoe, I was able to follow suit with equal nonchalance. I was now an accomplished boomer qualified to bend elbows with the best of them over mahogany bars.

But one day Carroll, a man with icy-blue eyes, taught me a lesson. You must have observed switchmen—frequently called "snakes" because the first initial in the name of their union has a reptilian curve on the membership pin—stand in the path of an oncoming yard engine and then, when it seemed they'd be swallowed up in her maw, quickly step to safety on her footboard.
once saw a picture of an old-timer showing how he allegedly sidestepped onto the footboard. He may have done so, but I doubt it. What you did was to stick out your leg at a stiff angle and let the footboard ride up under you.

Every snake remembers the empty feeling in the pit of his stomach the first time he did that trick. The result would be either a live switchman on the footboard or a dead one under the wheels. I've seen daredevils hit the board so fast that they were literally slapped against the bumper. This practice is forbidden by company rules. Recently I watched a crew of old, hard-bitten switchmen throw a switch, then they'd shamefacedly let the goat go by them and catch onto the rear footboard. Back in the so-called golden days of boomers, derision would have greeted this act.

Perhaps Jack Carroll thought me cocky for a snakelet, for I was following him too closely. One day he put the quietus on me. After weighing a trainload of slim-gage cars loaded with sugar beets, we'd pull out on the east lead and then shove them up the high line to be unloaded. Usually the crew foreman would ride the last car and I'd drop off at the switch to let the train back in.

This day he dropped off with me and stood between the rails. I waited for him to come out before I signaled our engineer. Lyle Gardner, to reverse, but he remained there motionless.

"Back him up!" Carroll ordered, in the weary manner of one instructing a novice.

I had been around enough to know that if a foreman should want to put his head under the drivers there was nothing you could do to stop him. So I signalled the eagle-eye to back up. Then I realized what Jack Carroll had in mind.

On the first beet gondola, now rolling toward him, a link hung pendant from the drawbar. The foreman was planning to mount this link as you and I would mount a footboard on an engine! While I waited breathlessly, he lifted one foot, planted it on top of the link and, stiff as a ramrod, walked it up to the car sill. Then, without even glancing at me, he faced forward and rode the string up the high line.

WELL, he had my number. That demonstration took some of the starch out of me. Maybe it was a common stunt for link-and-pin men, but I had never heard of it before nor have I ever seen it tried since. Haywire Mac told me that he did it, but only once, and his foreman booted him around the yards for doing so.

One day Mac asked if I remember the beautiful Spanish senorita at Betteravia who used to sing and strum the guitar near the east switch. Yes, I do. While I waited at the switch for my train to pass, I would see, across the road, a lovely vision seated on her porch underneath the trees and would hear her warble the songs of old Mexico.

I also recall her boy friend, a *caballero* with enough silver on his pony to make a bride's set of Rogers ware. Just when I started dreaming that I was down Mexico way, along would come Two-Gun Harry, mounted on his milk-white steed, and spoil my dream. Oh, well, into every life some rain must fall.

The picturesque Pacific Coast Railroad is no more. I'll never forget their toylike trains stepping through the dew, all brakemen out on top tightening "armstrong" brakes as they approached a station.

Those freight cars had no air; all braking was done by the engine and by hand. You looked into the past when you watched them. Like other boomers of my acquaintance, I wanted to take a fling at that road, but as I had signed up at Betteravia I had to be content with switching the slim-gage cars around the yards.

Once a day we went on the line to Guadalupe, picking up and setting our beet cars, which we brought back to Betteravia to weigh and spot. Weighing the standard-gage cars presented no

problem, as they had air and ours was a standard scale; but the narrow variety was another kind of animal. The Pacific Coast brought their little cars to us and they had to be weighed on the same standard scale. They were shorter than standard cars, so much that, coupled together, you had about a car and a half on the scale, which no scale-house man, no matter how expert, could separate.

The orthodox way of handling this difficulty would be to spot each car separately, then shove it down the line, pull back and spot the next one, and so on *ad nauseum.* A long and laborious task it was under the hot California sun. You gazed wistfully at the cool shade of a giant eucaluptus tree near the old switch shanty.

Foreman Carroll analyzed the situation and ordered: "Spot them and kick them! Then chop them off one by one!"

Easier said than done. Putting the first car on the scale was a cinch. To kick that baby far enough down the line out of the way and yet stop the next one on the scale was a horse of another color, especially since you realized that you had only one car-length to move in. If you over-ran the scale you would have one car and part of another on it. You'd then have to back up. But I passed Carroll the high sign to let him know that I understood.

"Chop them off one by one," I answered.

After that I gave a kick sign to the hogger, then a washout. The car on the scale shot along the line all right, but the following one over-ran the scale, bringing the wheels of the third car with it. I could see where the trouble lay.

The slack on link-and-pin stock is considerable. We had bunched it for the kick. Then, when Gardner stopped dead on the washout, the string stretched out like an accordion. I had sliced my timing pretty fine on that move, so I looked askance at Carroll. That cool face was as impassive as ever.

"Chop 'em up!" was all he said.

"Okay," I replied.

Thereupon I cut down Gardner's time. I would hardly give him a kick sign but what I would follow it up with a washout. I don't believe I allowed him more than two revolutions of the driving wheels from start to finish. After we got the hang of this ticklish maneuver, it worked reasonably well, except that the violent stop would occasionally pull out a lung—meaning, of course, a drawbar.

THAT didn't bother us very much. The rolling stock belonged to the Pacific Coast and it was their hard luck that they didn't make drawbars stronger. We couldn't let a little detail like that interfere with a high-class job of switching. Old-timers will grasp what I mean.

By tacit consent I was allowed to wreck one drawbar for each string of cars. If we pulled one we could either put it on the end of the drag of empties or, if the drawbar was on the other end, we'd shove that car ahead of the Pacific Coast engine.

I can still see the conductor's face each day as he took away the empties. He would walk to the end of the string and, sure enough, he'd find a gaping hole where the coupler should have been. My technique had developed to such a state that I was yanking out drawbars as a regular practice.

The poor lad would shake his head and mutter: "Good Lord, another one!"

Now that I think of it, I don't blame him for feeling blue. I'll bet we pulled out more drawbars than the rest of the whole Pacific Coast. One lung was sufficient, but two were dynamite, especially if they were on the same end. That called for a chain job, which was no fun. I remember the time my luck ran out and I wrecked two drawbars in the same string of cars; and on top of that, two more in the next string!

Carroll frowned. "You'll have to time them better," he warned.

This was the payoff. My signals were automatic—they had to be, with that split-second switching. The trouble was weak drawbars.

So I said to him: "You try them. I can't do any better."

Such a statement in any yard calls the boss's hand. Carroll had to show me. At first he took it easy, but he over-ran the scale as I had done in the beginning. Pretty soon engineer Gardner grew weary of horsing the Johnson bar back and forth. I was down on the leads making the couplings and they were coming so slow that I sat down on the rails between shots, to emphasize the foreman's slowness. Gardner blew derisively whenever he was backed up, so Carroll began to cut them on a closer margin of time. He was chopping them merrily when—*whang!* went a drawbar.

Ignoring the incident as if it had never happened, he came over to me and said: "That's the way to weigh."

Then he went down the lead to do some more fancy link-tossing with his toe. From that moment on, he stopped criticizing me when I pulled a lung. We just blamed the Pacific Coast for not making them stronger.

That job at Betteravia was one of the most desirable layouts in the country, especially as compared with certain man-killers back East. It was a garden where, when your work was done, you went "on the spot." We had many a congenial session in the little boxcar office of the station agent, where we'd tilt back our chairs and chew the rag, and at the scale-house, where we'd sit outside and relax and doze in the sun.

Life was sweet when you could prop yourself against the trunk of a huge eucalyptus tree and smell the brine-laden ocean breeze sweep in from across the valley below. Each morning we'd run the engine down the east track to the ranch there, look over the livestock grazing on the broad acres, and bring back a gallon demijohn of fresh buttermilk, which we kept cool in the tank. After a bout with the cars I'd climb onto the goat and take a swig of buttermilk, letting its coolness trickle down my parched throat.

MANY BOOMERS made the mistake of showing eight or ten clearances when they applied for a job and then wondered why no trainmaster or yardmaster would hire them. A brass hat would be silly to take on a man under those conditions, unless he needed someone to fill a gap in a big hurry. I carried only a few "diplomas," good ones at that, and had no trouble in landing.

Jobs such as the one I had in the Galewood yard of the St. Paul road, just outside of Chicago, were good only for experience and discussion purposes. Some boomers had a hobby of collecting service letters, like various

people save stamps or engine pictures, and they'd boast of the long list of roads they had worked for. That sort of thing made them unreliable and unmanageable.

I had a zeal for travel and the thrill of new places. I craved tough experiences to put away in memory's book and take out later and moon over. That's why I hired out at Galewood—under a flag, of course, because I wasn't going to have a short stay there on my record. That was a job of work. Rawhiding on the leads, batting them out, riding cars down the gravity hump. I wouldn't recommend it.

We had no mechanical retarders in those days. You slowed and stopped your cars with a brake club, two men riding the long cuts. If I remember right, the Galewood yard force had a dinky that rumbled right down the track and carried the snakes back to the hump. Equally bad was the setup at the Chicago & North Western yard in the Windy City, where you rode each cut down to street level at the various team tracks, the C&NW being elevated at that time.

The St. Paul yard out of Goose Island was not good, either, but at least it stood on ground level. There were industrial plants on just about every block. We switched them after midnight, due to the fact that we used either the El's or the North Shore's tracks, which were then on the ground.

The only easy chore I had there, in the short time I stuck around, was riding a long drag at night over the Evanston branch. We kept down our speed to about four miles an hour through Chicago's polyglot North Side because there was no crossing watchman in that area.

AFTER LEAVING Betteravia I trekked up to San Luis Obispo and stayed a while establishing contact with the fellow boomers who congregated there. San Luis Obispo was a place that took hold of your heart. Many rivers have flowed under many bridges since the summer day I pulled out of that little railroad center in the California hills. I remember the cool sea breezes that blew in at dawn and kept up, pleasantly, all day long.

A Midwestern town it appeared to me, transplanted onto the arid, sun-bathed West Coast and given a half-Spanish character. I can see it now, drowsing in the hot noontide. At night the stars there seemed to come down to earth. There are many pretty cottages in San Luis Obispo and many laughing girls.

Why, I ask myself, did boomers trade all this for the loneliness of Chicago's Loop, the broad Canal Street of New Orleans, and the heat-drenched Pine Street in St. Louis?

I cannot tell you all the reasons why men become boomers. Usually it's a case of wanderlust. I myself tried hard to get a permanent job at San Luis Obispo; but so far as I was concerned the Espee was a closed corporation, at least along the Pacific shore.

They had oilburning locomotives. A fireman on one of those babies is not exactly worked to death. He pulls a valve, off and on, all day long. He sits tight. Bye and bye he becomes a runner and thus falls into a soft berth for life. No wonder most enginemens on oilburning roads were local boys, even more so than those on coalburning pikes.

I found a similar situation in train service out of San Luis Obispo. Occasionally a boomer connected but seldom. So I pulled up stakes, meandered north, as I have already said, and eventually landed on the St. Paul out of Malden, Washington.

(To be continued)

Special train makes run on the Chicago, Milwaukee & St. Paul in 1910, Seattle to Chicago.

Milwaukee Road

WILLIAM C. JONES

by Freeman Hubbard

Bill Jones and his wife, Bettyann, both members of Intermountain Chapt. NRHS, about to ride Cumbres & Toltec Scenic from Antonito, Colo., in '73.

Photograph by Gene McKeever

HIS OUTSTANDING trait, according to some of his friends, is an enormous appetite. William C. Jones is a hungry railroad historian, a competent book editor, and a professional librarian. Also president of the Board of Trustees of the Colorado Railroad Historical Foundation, Inc., watchdog of the Colorado Railroad Museum at Golden.

"I have known him for many years," writes Kenton H. Forrest, one of the trustees, "but the only comment I can think of at the moment is his great ability to consume food. On long train trips, as soon as breakfast is over he starts wondering about what's for lunch. Always first in line for meals, that's Bill; but he can eat and eat and not gain a pound!"

Robert W. Richardson, executive director of the Colorado Railroad Museum and one of our previous *Interesting Railfans,* who is not slim, envies his colleague's talent for stowing away nourishment without taking on weight. Says Bob: "He can out-eat us on any and all occasions. When we of the Intermountain Chapter of NRHS plan excursions, Bill handles the culinary side. So we never get second-rate grub or too little. That includes intermediate snacks, too. Bill's wife, Bettyann, besides being a very pleasant person, is a darned good cook."

Obviously, they are well mated. Psychologists say that compulsive eaters are fighting frustration, but that doesn't apply to Bill Jones. Serene and poised, he has no complex that we know of, and accepts in good humor the cracks his friends make about his food obsession. Actually, Bettyann tells us, he doesn't eat that much, but someone started the gag and it keeps on going.

Born in Princeton, N.J., on February 28, 1937, Bill was the son of a medical technician with the Rockefeller Institute in that city. He has two older brothers and two sisters. There are no railroaders in his family tree, but several in Bettyann's.

As a boy living near the Pennsy mainline, our hero was fascinated by trains, especially when his school bus crossed the high iron on an overpass and while he was out driving with his family. Two books in particular influenced his early years: a Lionel tinplate catalog and *The Wonderful Locomotive,* by Cornelia Meigs.

At age seven he became acquainted with *Railroad Magazine* and he has been reading it ever since. When Bill was ten, his family moved to Denver via the Pennsy's *Trailblazer* and the CB&Q's *Denver Zephyr,* which heightened his interest in trains. At the "Mile-High City," the Joneses rode a Denver & Intermountain car to Lakewood. This trip added interurbans and trolleys to his incipient railfan repertoire.

On July 1, 1950, the last day of operation of the Denver Tramway's interurban lines, he rode a

CB&Q 4960 on Colorado & Southern crossing Boulder Creek, May 13, '63, Intermountain Chapter special bound from Denver to Fort Collins.

Photograph by William C. Jones

Interior scene, Colorado Railroad Museum at Golden, which Bill Jones helped to create.

Colorado Railroad Museum photograph

car to Leyden, Colorado, where the motorman posed for Bill's first rail photo. Although No. 170 likes to take pictures, photography is not one of his major hobbies. Usually he shoots 35mm color slides with his Pentax camera, while Bettyann makes color prints. This

ANOTHER last run Bill participated in was that of the D&RGW's *Royal Gorge.* When it reached Salida, he saw a hearse back up to the baggage car and, while other fans were taking the train itself, he snapped a somber view of a coffin being unloaded. "Possibly an oldtimer heading home on the last westward trek of this classic train," he opined.

In Octoner, 1964, the Burlington 2-8-2 No. 4960 was painted a gleaming gold for a celebration to be held at Casper, Wyoming. This was something very special. After a cloudy, rainy morning, the run was made in late afternoon. Bill Jones, Hol Wagner, Ken Crist, and Wes Haas took some unsatisfactory photos under an overcast sky. Then they picked their last photo location for the day a few miles north of Casper. The sun came out brightly; it vanished, and re-appeared just before dusk. It shone brilliantly on the engine's shining gold paint—a sight Bill can never forget!—as she worked her long train of heavyweight coaches on what proved to be her final run in the West. Under such conditions, even the rankest amateur could have shot a good picture.

Bill is a six-footer weighing a trim 165 pounds, with raven-black hair and hazel eyes. His first job—in his senior year at high school—was in a local amusement park. Later, he worked as a stock clerk in a department store during his four years at the University of Denver, and graduated in 1959 with a BA degree in History Education.

For the next eight years he taught history and geography in junior high schools making them as interesting as possible to his students. Since 1969 has been employed as a library-media specialist in Highland High School in a Denver suburb. Meanwhile, in 1964, his alma mater gave him a Master's degree. While on a sabbatical leave in 1968-'69, he won an advanced degree in Library and Media at the University of Colorado. All of which proves William is much more than a gourmet.

Romance entered his life when he met Elizabeth Ann Brooks one starlit night at a dinner held in the basement of Denver's North Presbyterian Church. In due time,

Bill's first rail photo shows Denver Tramway interurban car .05 on last day of operation at Leyden, Colo., July 1, '50. It had run since 1911.

Slanting rays of sun catch CB&Q 4960 north of Casper, Wyo., in Oct. '63.
Photograph by William C. Jones

love's old story was repeated. Bettyann, for that is her nickname, decided that this particular railfan was the man she wanted for a husband; and so they were married in that church on October 10, 1971.

Born in Denver, Bettyann specialized in history, like Bill, and earned BA and MA degrees at the University of Denver. A rather tall brunette with dark, wistful, brown eyes and a pretty face, she has a gay sense of humor and, according to Bill, is "quite a tease." The girl's historic background made her receptive to his railroad hobbies. On her first fantrip, with the Intermountain Chapter of NRHS, she became enamored with the Union Pacific's great 8444.

"My first impression of Bill," she tells us, "was that of a quiet, conscientious, and very serious young man. Later, I learned he was outgoing, warm-hearted, generous, and even jovial. I myself am more impetuous, more of an explorer than he is. Bill is neat and tidy and doesn't complain when I am not. He likes to handle details. I don't. Furthermore, I'm a book reader, especially of historical novels; Bill often prefers magazines. It has been alleged that he is a manipulator. Bill says he isn't; he just helps people to make up their minds or expedites details. Along with dedicated kindred spirits, he is a motivating force in bringing to public attention the need for preserving our state's railroad heritage."

As for TV, the Joneses enjoy good documentaries, adventure, and science-fiction, but not quiz shows nor laugh-track comedies. Their library includes works on railroads, history, geography, current affairs, and Bettyann's favorite, Oriental studies.

LIKE MOST railfans, husband and wife are basically conservative, although both are registered as independents and study the issues before voting. Neither cares much for spectator sports. Both enjoy ice-skating, bicycling, swimming, and riding the *Rio Grande Zephyr* to Glenwood Springs, the location of possibly the world's largest hot springs pool. They also get satisfaction out of their vegetable and flower gardens, and music ranging from popular to classical.

Bettyann has had professional training in music, both piano and vocal, has a beautiful soprano voice, and does solo work. Both Joneses sing in the choir of Arvada Presbyterian Church, where Bill was a deacon, and assist in church activities. Their favorite railroad artist is *Interesting Railfan* Otto Kuhler, whose work has often appeared in *Railroad Magazine.* His art is well represented in the Jones home at 11665 West 73rd Avenue, Arvada, Colorado 80005.

"When Simmone (my wife) and I moved our KZ Ranch some 50 miles from Denver," Otto writes, "Bill was one of the first railfans to visit us. Later, through him, I met Bob Richardson, who helped to arrange dates and locations for my illustrated lectures to the Intermountain Chapter of NRHS. Bill also was among the first to buy a portion of our land when illness forced us to subdivide the ranch and eventually move to Santa Fe."

Bill's railroad tastes do not go in for the "nuts and bolts" of the hobby, or rosters or diagrams, but do cover rail-picture books, textual histories, especially those dealing with the social side of railroading and the passenger-train era, and rail fiction.

In addition to our magazine, he reads the *National Railway Bulletin,* occasionally model journals, and so on. He also enjoys model layouts such as the fine HO setup in the Colorado Railroad Museum basement, but limits his own model railroading to a slow rebuilding of his Lionel O gage layout over the next few winters.

Being an expert cook, Bettyann makes a special effort to avoid processed and packaged foods with artificial ingredients or preservatives. Among Bill's special interests is book production. Since 1963, when the Intermountain Chapter began a series of publications, he has been directing that program. With a small operation, he had to learn such aspects of the business as proofreading, layouts, typography, advertising, sales, and packing for shipment.

"When we published Kuhler's autobiography, *My Iron Journey,*" he says, "I found real pleasure in working with Otto. Along with three other chapter members, we also put out *Mile-High Trolleys*; along with Charles Albi, we edited *Rail Fiction Classics* for our chapter; and now we have just completed a similar volume to be released soon as *More Rail Classics.*"

MEANWHILE, in 1971 Bill Jones and Kenton Forrest plunged into a task which took much of their free time for two years. It was published in 1974 as *Denver: A Pictorial History.* More recently, Bill and his wife finished work on *William Henry Jackson's Colorado*, a study of that famed cameraman who covered the state and its railroads during 1870-1900. Besides, Bill served as editor of a bibliography committee of the Colorado Educational Media Association for the publication of *Colorado Grubstake '76,* listing in-print books and other material on that state.

Much of Bill's railfan interest centers in museums and organizations. As an active member of the Rocky Mountain Railroad Club, he rode its narrow-gauge fantrips in the late 1950s and became familiar with the Narrow Gauge Museum in Alamosa, a town featured in Gilbert A. Lathrop's last book, *Rio Grande Glory Days.* When Bob Richardson and Cornelius Hauck moved the museum to Golden in 1958, Bill got involved even while it was being built. He helped to set up interior displays, shift exhibition counters, hang pictures and station signs, and so on.

"On a typical Saturday," he recalls, "several of us would gather to discuss which project to take on for the day, and then work at it. When our non-profit Foundation was formed to take the museum under its wing, I became president of the Board of Trustees and have been so ever since."

A group of rail buffs often met for dinner on a Saturday evening and would end the day with a slide show at the museum. From this practice, and at the suggestion of No. 170 and Bob, they organized the Intermountain Chapter of NRHS in June, 1961, and received a charter at the annual Labor Day convention the following September. For four years Bill served as first president of the new chapter.

"These were exciting times," he tells us. "We hosted the 1963 NRHS convention, with Ken Crist and myself as co-chairman. It was a once-in-a-lifetime event when, with V. Allan Vaughan and Dick Billings of the Iowa Chapter, we got up the last great display of steam in the West. We also did a good job with a Denver convention in 1969, using what was still available in both steam and diesel."

GENE McKEEVER, secretary of the Intermountain Chapter, sizes him up as follows: "Bill is a great organizer, meaning that when something has to be done, such as stuffing envelopes for mailing, he rounds up volunteers, makes the arrangements, is on hand promptly, and spends his time freely. He also hucksters the sale of the chapter's books; and often Bettyann, who is likewise a chapter member, works right along with him."

Pedagogue Bill Jones teaches geography in junior high school at York, a suburb of Denver, about 1966.

But at length Bill found he was spreading himself out too thin, taking on too many tasks, not only in his rail hobby but also in professional groups, his church, and his community. So, he cut down on these activities. He now devotes most of his rail hobby time to the museum at Golden, to the Foundation, to his vice-presidency of the Mountain and Plains Region of NRHS, and to his chapter's publications.

"America has some really fine railroad museums," he says; "each with its special attractions, but most of them put major emphasis on equipment display and/or operation. At the Colorado Museum we have developed operational equipment, interior historical displays, and publications and sales. Devoted volunteers maintain and run our equipment. They have nearly completed the restoration of two narrow-gage steam engines, along with a *Galloping Goose* from the Rio Grande Southern. Unlike most railroad museums, we give equal attention to our interior displays of historic photos, timetables, papers, lanterns, and small railroadiana.

"In the early days of our hobby, we emphasized excursions so as to gain needed attention. Now, however, I see a need for us to continue to grow in other aspects of recording rail history in publications, lectures, and so on. Perhaps the increasing difficulty of operating fantrips under changing conditions will have the desirable effect of forcing us to become involved in new and varied aspects of railroading. This can be done through the organizational structure offered by museums, clubs, and the national railfan societies." ●

Historic day at Colorado RR Museum: first rolling stock arrives July 1, '58.
Photograph by Bill Jones

PASSENGER TRAIN SURVEY

TRAVEL TIME aboard passenger trains has been shortened on long-distance trains in the East and Northwest and on corridor trains in the Midwest. A total of 28 trains operate on faster schedules than those previously in effect. Virtually all operate to and from Chicago on routes that together span 25 different states. The greatest time savings, almost 3 hours, come on a Seattle-to-Chicago train, the *North Coast Hiawatha.*

"This is the most comprehensive series of schedule speed-ups ever attained by Amtrak in our 5½-year history," says Paul Reistrup, Amtrak president.

As result of a major rescheduling of Amtrak's *Inter-American,* you may now ride all the way by rail between Chicago and Mexico City with only one change of trains—and that via a quick, across-the-border connection in Laredo, Texas. The connection is via contract taxi service across the Rio Grande River to Nuevo Laredo and the National Railways of Mexico's *Aztec Eagle.*

Formerly a three-times-weekly train between St. Louis and Laredo, the *Inter-American,* now runs daily between Chicago and Fort Worth, continuing three times weekly between Fort Worth and Laredo via Austin and San Antonio. A connecting train between Chicago and St. Louis was eliminated. Previously, you had to make the rail connection to overnight in Laredo southbound, and sometimes northbound, too.

The Floridian, linking Chicago with 21 Florida cities, now runs on a reversed schedule. Formerly leaving Chicago at 9 p.m. and taking two nights and one day, the departure is now at 8:30 a.m. for a two-day, one-night trip. Service is combined with that of Auto-Train between Louisville and Sanford, Fla.

Amtrak's new national timetables give distances between stations in both kilometers and miles. The addition was made primarily for passengers, including foreign visitors, who are familiar only with metric measurements. A light-weight Swedish electric locomotive approved for speeds of up to 120 mph is being tested by Amtrak in the Northeast Corridor between Washington and New York, on revenue runs. A French-built electric locomotive will be given similar tests after arrival early this year.

A MECHANICAL fault caused the *San Francisco Zephyr* to jump the track on Chicago's Southwest Side last Oct. 25th, injuring 45 of its 117 passengers. A spokesman for Burlington Northern, which owns the track, said the derailment was due to a portion of a coach's wheel assembly slipping down and becoming jammed in the tracks.

The train was en route from Oakland to Chicago, traveling about 50 miles per hour, when a "pedestal tie strap" dropped down and wedged into the tracks, derailing the sixth car of the 11-car train. This caused the foot-thick coupler connecting the fifth and sixth cars to snap. The last six cars also derailed; so did the fourth and fifth cars, but none tipped over. About 1,000 feet of track, two switches, telephone poles, and an overpass were damaged, along with the railroad cars. Total estimated damage, about $500,000. There were no fatalities.

DESPITE a costly promotional program (newspapers, radio, billboards) the handsome *Skyland Special* trains which the Southern launched hopefully in the summer of 1975 ended their 1976 season with disappointing results. For the 33 trips over a scenic mountainous route between Asheville and Old Fort, N.C., ridership varied from a low of 10 to a high of 179 and averaged fewer than 82 per trip. Passengers on the seven Fall Foliage runs averaged 298 per trip, from a low of 200 to a high of 595.

IF SOUTHERN PACIFIC gets the 96.4 percent commute fare increase it wants, it will lose about $1 million a year on the service between San Francisco and San Jose because of a decline in passengers, according to a 31-page commissioned by the California Assembly.

This study predicts the railroad will lose $1,066,754 a year because ridership will decrease by 61 percent if PUG approves huge fare increase. The figures disputes SP's own study, which said the company would earn $2.5 million a year more than now if the fare increase is granted. The railroad has consistently opposed Government subsidy. It claims it needs the huge fare rise because the company is now losing $8.6 million a year on commute service.

The PUC staff, using a different method of cost calculation, says SP's direct net loss from the commute service is only $1.8 million a year. It recommends a 25 percent boost in SP's Peninsula fare. If the 96.4 increase should go into effect, the PUC study indicates about 8,000 Peninsula riders would turn to other means of transportation, thus farther clogging the highways.

APRIL 1, 1976. An incessant drizzle met the dawn. The sky was obscured by a blanket of clouds. The end was in sight, with nature in mourning. Wet ribbons of steel emerged from the cold, dark tunnel. Their layers of burnt sienna rust told of years of neglect. Rotting ties echoed the story. Beams of wood that in earlier days had supported the fastest trains now barely held up the rails.

In the distance a throbbing diesel locomotive could be heard approaching. Its pounding intensified; a whistle wailed like a baby being taken from its mother. As the freight train approached, the earth trembled. When it rounded a curve, the diamond-shaped Lehigh Valley logo became visible against the Cornell red of the locomotive. That famous logo is part of history, like its namesake, the *Black Diamond Express.* April 1, 1976, marked the end of the railroad, the beginning of Con-Rail, as a dark day in May, 1959, had seen the finish of Lehigh Valley passenger service. The freight roared into the tunnel and monotonous drizzle became a pouring rain.—Michael Allen Shipe, 44 Elk St., Tunkhannock, Pa. 18657.

UNDER the Roger Lewis administration of Amtrak, the marketing department was openly discussing the concept of one-class daytime trains, from which parlor service was steadily to be phased out. The existing parlor cars, mostly PRR jobs, were kept in service as is—failed air-conditioning, defective plumbing, horrible running gear, defective galleys for the tray meals—and they achieved their purpose: a steady decline in patronage.

I kept hearing parlor-fare passengers taking one look at the accomodations, asking the conductor to mark their tickets properly, and buying coach tickets. The order for passenger cars placed under Lewis provided no replacements for the down-at-the-heels parlor.

When Paul Reistrup came in to succeed Lewis, it was decided that the seating arrangement in some of the new "food service" cars should be reseated at one end of the car as 2 & 1 parlor space.

The parlor section is, naturally, a compromise, but without that compromise there would have been no parlor cars at all, since the PC parlor cars would not be compatible with the new Amfleet equipment. These compromise cars are not perfect, but the cold fact is (and I speak as a long-distance train rider on a one-day to a seven-day a week basis) that the new parlor cars are sold out a great deal of the time. (The CN ones sell out too, quite often, which should prove that

the railway marketing men are not complete nuts.) I love traveling by parlor, and I bet that you do.—*(Interesting Railfan)* Rogers E.M. Whitaker, in *Passenger Train Journal.*

Canada Heard From

WHILE the Federal Government of Canada continues to stall on the procurement of new passenger-train equipment, the Ontario Government has performed a neat piece of one-up-manship by buying four used train sets from Switzerland for $3.7 million, reports the *Locomotive Engineer.* Ontario Transport Minister James Snow expects to have the trains in operation this spring, providing twice-daily service both ways between Toronto and Timmins. Half of the service, between Toronto and North Bay, will be operated by Canadian National.

The four trains are 15 years old but the deal with Ontario calls for them to be refurbished before delivery. Each has four units—diesel locomotive, passenger coach, combined dining-lounge car, and compartment car—and can handle 146 passengers. But they must be operated as four-unit sets and cannot be added to or broken up. The trains were part of a pool operation by Swiss and Netherlands national railways, which ran a high-speed service between Amsterdam, Zurich, and Italy. They were taken out of service when the line was electrified.

IN THE SUMMERS of 1975 and '76 I travelled over 25,000 miles on the Canadian National and CP Rail, plus a few shorter lines such as British Columbia, Algoma Central, and Ontario Northland. Last summer alone I sampled three different *Super Continentals.* From Jasper to Edmonton, from Oba to Toronto and from North Bay to Vancouver. Not once, did I encounter a rude trainman, broken air-conditioner, or surly ticket agent.

The highlight of one trip was three days from North Bay, Ont., to Vancouver, B.C., on No. 1, the westbound *Super Continental.* Rode in a *Dayniter,* the most luxurious coach I have ever been in. The lounge car right behind it was called *Cape Breton Island* and contained a cross section of Canada. For example, a young woman heading out West to get married, an Alberta oil worker in Alberta, young couple, just married, taking a honeymoon to Winnipeg, another young couple heading out to British Columbia to start a new life.

I spent my first morning abroad No. 1 reading, drinking coffee (free by the way), and watching the scenery of Ontario glide by. On the sharper curves, you get a fantastic view of the train. By now, your editor is probably waving a red flag at me, for lack of space in the magazine. So I'll end my letter right here.—Frank Tobey, P.O. Box 201, Clatskanis, Ore. 97016.

DL&W Pocono 1504 rolling the Phoebe Snow west of Denville Jct., N.J., in '40.
Robert J. Fichter, 15 Flagge St., Rockaway, N.J. 07866

Down by the Depot

NOT LONG AGO, the tires of about 20 automobiles parked at the Amtrak station in Rensselaer, N.Y., were slashed. The parking facilities are owned by Golub Corp., operators of a supermarket adjacent to the lot. According to city officials, Golub is supposed to maintain about 150 parking places for Amtrak customers. The supermarket chain acquired the property from the old New York Central. Maintenance apparently does not include providing security.

Says Mayor Joseph P. Mink: "I realize we are generally responsible for the security of the whole city, but that doesn't mean leaving one or two of our men down there 24 hours a day."

Amtrak pays the Burns Protection Agency to maintain security at the construction site of the new Turbotrain repair center, located just north of the station. Burns officers also patrol the parking area.

FEDERAL Railroad Administration promises that the blighted Penn Station in Newark, N.J. will be given top priority among major rail stations in the Northeast scheduled for rehabilitation, editorializes the *Ashbury Park Press.* All who use that depot hope this pledge will be kept. They have been frustrated by repeated delays in restoring a station that the Pennsylvania Railroad opened 41 years ago.

The Port Authority and the New Jersey Department of Transportation will contribute $8.25 million to the $22.5 million required to restore the edifice. Passenger escalators have not functioned for years and the building has deteriorated. As a principal terminal for Amtrak and an important facility for commuters, this station requires the proposed investment.

AMTRAK will spend $6.4 million to build a new station in St. Louis. This will replace the famous and architecturally unique Union Station, which is 80 years old, costly to operate, in need of refurbishment, and requires a complex back-in movement on short tracks that adds up to 30 minutes for each train.

The new station site is west of Ewing Avenue and bordered by Compton and Spruce streets, about one mile from the present terminal. It is accessible from both downtown St. Louis and the heavily populated suburbs. It also provides adequate trackage for run-through operations, which avoids a back-in maneuver. Included will be, the main edifice and a crew, commissary, and maintenance base. Also station tracks, platforms, a parking lot, and a wye. Target date for completion is in early 1979.

The station building will be primarily a one-level glass and masonry structure 150 feet long by 75 feet wide. Its passenger lounge will have a capacity of 300 persons. St. Louis is served by eight passenger trains daily.

GROUND has been broken in Baltimore, Md., for what will be the first U.S. intercity rail/air passenger station—adjacent to Amtrak's Washington-New York electrified mainline and the Baltimore-Washington International Airport. A bus will shuttle passengers the one mile between the Amtrak station and the airport. Service would begin late this year.

Another new Amtrak station, at Miami, Fla., costing $5.7 million, is expected to be ready for use in 1978. Still another, at Rochester, N.Y., is in the planning stage. Construction work is due to begin this spring.

STEVE MAGUIRE'S

TRANSIT TOPICS

WHAT MAY prove to be the first step in building a new rail transit system is the commitment in principle of $600 million for mass transit construction in the metropolitan Detroit area, as announced by the U.S. Department of Transportation. The Federal grant would be matched by $220 million in state funds, already approved by Governor Milliken. It is contingent upon agreement by the Detroit business community to invest $600 million in urban residential and commercial development along the route of the ultimate transit system.

It has not yet been determined whether the area will be served by a heavy rail system, a light rail system, buses on exclusive lanes, people movers, or some combination of these technologies. The commitment of funds was made at this time because of prompt action of the Governor and Michigan Legislature in enacting legislation to ensure state and local support of mass transit improvement for the Detroit area.

THE FIRST regular service operation on new standard "Light Rail Vehicle" in the U.S. is now taking place in Boston, Mass. With LRVs arriving at the rate of two a week since last summer, MBTA has been able to replace some of its older PCC cars. This cheerful news comes from reliable correspondent Norton ("Skipper") Clark, 21 Endicott St., Newton Highlands, Mass.

NEW YORK subway and bus-service cuts, actively under consideration by the Transit Authority to avoid a fare increase in the near future, include elimination of all bus service on weekends, fewer subway trains, and dropping special-fare programs, reports Frank Mazza of the *Daily News*.

Because of cuts in subsidies and over estimates of its revenues the TA is said to be $47 million short for the estimated $67 million need for the following year. As a result, John de Roos, senior executive officer of the Transit Authority, must tell the city which cuts he plans to impose to bridge the budget gap. Here are some of the possibilities:

The end of half-fare programs on Saturdays, Sundays, and holidays—for $8.2 million a year.

Elimination of 25-cent bus transfers—for $8.2 million a year.

Roosevelt Island Tramway car seen at 59th St. & 1st Ave., New York City, in June, '76, at same spot Queensboro Bridge trolleys once made loop on return trip to Long Island City. Photograph by Steve Maguire.

Elimination of special service runs, such as the Culture Loop, shopper's special, and night-on-the-town—for $800,000 a year.

Elimination of air-conditioned subway cars—for $5 million a year.

An end to 24-hour bus routes that parallel subway lines—for $30.1 million a year.

Elimination of various subway runs during nonrush hours—for $13.7 million a year.

Increase subway headways from 12 to 15 minutes from 8 p.m. to midnight.

A DECISION to provide funds for engineering and environmental analysis for a first stage major upgrading of the existing trolley service in the South Hills area of Pittsburgh is announced by the Urban Mass Transportation Administration. This announcement is a major step forward in resolving long-standing questions about how best to serve the transit needs of the South Hills corridor.

Local parties decided in early 1975 to reconsider the discredited Skybus plan for that area. Then followed an analysis of alternatives for transit service there, including rail rapid transit, major upgrading of the existing trolley lines, and substantially improved bus service. Based on that analysis, local and State leadership agreed in April, 1976, that the upgraded trolley or light rail proposal was the best option.

EFFORTS are under way to return trolleys to the Georgetown section of Washington, D.C. The plan is being promoted by The Citizens' Association of Georgetown, 2803 M St., N.W., Washington, D.C. 20007, which has released a 20-page *Report on Restoration of Streetcars and Cobblestones.* This gives details of the restoration of trolleys over a couple of miles of existing third-rate street trackage from 24th Street along Pennsylvania Avenue and M Street to Wisconsin Avenue and 36th.

All existing conduit track along the route has been found to be in good condition, needing little repair. The plan calls for paving between the tracks to be replaced with cobblestones in keeping with the restoration scheme. A recent public opinion poll indicated that 65 percent of Georgetown residents favor the plan. We hope this starts another trolley restoration project, like those already operating in Yakima, Wash.; Detroit, Mich., and Toledo, Ohio.

SOUTH SHORE LINE has set up hearings that are designed to bring about permission to abandon passenger service on its much-traveled 90-mile line between Chicago and South Bend, laments Anthony M. Dlawniak, 300 N. State #3928, Chicago, Ill. 60610. If this service is abandoned, the South Shore's 6,400 daily commuters would be more or less stranded.

Elsewhere, several miles of former right-of-way of the defunct North Shore line are now used as a paved bicycle path called "The Green Bay Train." This name was taken from a CNS&M promotional film made years ago, according to *Spike & Tie,* monthly publication of the Blackhawk Chapter of NRHS, P.O. Box 455, Aurora, Ill.

The path uses the former rail right of way from Kenilworth through Winnetka and on to Harbor Street in Glencoe. Most of this is on the Winnetka grade separation, upgraded trackage built for the North Shore Line about 35 years ago, paralleling the C&NW tracks.

LOCAL citizens of Webb City and Joplin, both in Missouri, have begun to restore a short trolley line in the Webb City Lions Club area of King Jack Municipal Park, reports Norman Ireland, 2029 Military Ave., Baxter Springs, Kan. 66713. The well-preserved wooden body of Southwest Missouri Railroad car 60 has been moved to a restoration area in Webb City and is being rebuilt with parts taken from its mates, 57 and 59.

Norman notes that the SWM line ran in three states: Missouri, Kansas, and Oklahoma. He says he understands that the same company also ran a line into Arkansas, using gas-electric cars. The entire area was, and is, a busy lead and zinc mining area. Webb City was the central portion of the line that opened in 1889 as mule-car transit between Webb City and Carterville. Passenger service ended around 1936, but trolley freight lasted until about 1940.

The famous Colosseum in Rome, Italy, forms backdrop for elderly tram on a private right-of-way.

William A. Burke, 728 Hanford Pl., Westfield, N.J. 07090

A similar plan is being worked out along Monterey Bay in California, where a group of residents is hoping to take over the Southern Pacific freight line between Monterey (through Pacific Grove) and the Del Monte forest, after the planned abandonment of the tracks occurs. This group wants to get possession of the abandoned track, electrify it, and operate it with San Francisco PCC cars that will be made surplus once the Boeing Vertol LRVs take over in SF. The line would serve "Cannery Row," a busy industrial area along Monterey Bay. We thank Bob McVay of radio station KRKC in King City, Calif., for this hopeful news.

RICHARD P. DEMOK has been named BART's new director of maintenance and rolling stock. He is responsible for maintaining BART's transit fleet and administration of the system's three storage yards and shops, for which he gets paid $32,500 a year.

BART's annual report shows the District saved $5 million in fiscal year 1975-76, in part by maximizing efficiencies. That saving reflects differences between actual expenditures and the 1975-76 fiscal year budget. Total expenditures from that fiscal operating budget was $58.9 million, which included funding for expanded train and express bus operations to offer late night service in Jan. '76. Revenues rose $6 million to a new high of $21,700,000.

General Manager Frank C. Herringer said farebox revenues rose 38 percent, or about $6 million, over the previous year. This was due to an increase in ridership of about 10,000 per day and fare increases put into effect in November, 1975. Fares contributed 36.86 percent of the operating expenditure as compared with 32.07 percent at the end of the 1974/75 fiscal period. He explained that the combination of increased revenues and controlled expenses resulted in the elimination of a $6 million unfunded deficit which had been expected when the budget was adopted in July, 1975.

Additional cars have enabled BART to increase seating capacity 27 percent during commute hours by lengthening trains and putting extra trains into service."

Lawsuits are rising in California,

New Clark Junction tower on Chicago Transit Authority's north side elevated line cost $249,000. Towerman simply pushes two buttons to establish routing of over 950 daily trains.

due to the construction of Bay Area Rapid Transit in recent years. For example, Westinghouse Electric Corp. is suing Rohr Industries, Inc., asking $6.8 million due for components of the BART trains. Rohr says it has not paid Westinghouse because it has not been reimbursed by BART. The lost-named, in turn, is suing Westinghouse.

EL PASO STREETCARS down in Texas, which have been out of service for more than two years, due to a dispute with the Mexican Government, may be back running even before you read these pages, according to *Interesting Railfan* Wilbur T. Golson, 1324 Marque Ann Dr., Baton Rouge, La. 70815.

El Paso City Council had sought to get the cars operating again, even rebuilding motors in all of them; but the Mexican Government, which has the final say, is still incensed over the firing of toll collectors on the bridges between El Paso and Juarez, Mexico, when the tolls were eliminated. Furthermore, some Juarez shopkeepers did not want the cars back. Recently, however, a new company has been formed to lease 14 of the PCC cars and use them on the loop line as it had been running between El Paso and Juarez. Known as Transportation Corp. of El Paso, it plans to operate the trolleys without subsidy from El Paso.

Trolley Museums

MORE THAN 100 delegates and guests attended the annual meeting of Association of Railway Museums at Arden Trolley Museum, Washington, Pa., on October 1-4, 1976. The 1977 meeting will be held at the Colorado Railroad Museum at Golden, Colo., a suburb of Denver, on Oct. 17-19.

A serious problem of many operating museums came up: the extremely high raises in liability insurance rates, due to inflation and what are considered excessive court judgments. In one case, in a single year, the liabilitiy coverage for an operating trolley museum rose from an annual premium of $2,400 to $9,100! Because of that, at least one museum may be found running with no accident insurance at all. It was suggested that the Association should work closely with TRAIN, its steam-oriented counterpart, in tackling such mutual problems.

At the ARM meeting it was reported that the Niagara Junction Ry., operating a network of trolley freight tracks at Niagara Falls, N.Y., will dieselize its operation within a few months, due to poor condition of its overhead wires. NJRY is now a part of ConRail, which is now taking an inventory of the electrical equipment, overhead, etc., for an auction sale to be held some time in 1977.

WISCONSIN'S East Troy Trolley Museum has been given the remaining pieces of equipment Wisconsin Electric Power Co., which used to operate trolley freight lines at Lakeside (St. Francis) and Port Washington, Wisc. These lines had been hauling coal into the power plant until a few years ago, when they were abandoned.

According to ETTM member William F. Nedden, 3430 N. Cramer St., Milwaukee, Wisc. 53211, the ETTM is receiving from the Port Washington property, steeple-cab motor L8, a big one that had been stored indoors and is in excellent condition. Also a flatcar made from former box motor M26; plus two rotary converters, one 500 kw. and the other 750 kw., and all track, overhead wires, and spare electric parts at the location.

From Lakeside, steeple-cab motors L9 and L10 built by TMERT in 1944 have been secured, in addition to boxcar M37 that had been used in the container freight service in the '30s. Also a portable substation and most of the track, overhead, and parts left at the lakeside powerhouse. Quite a donation!

A NEW museum-like trolley line has been projected to run on a right-of-way now existing between Middleton and Hummelstown, Pa. These towns, several miles apart, were once served by separate trolley lines out of Harrisburg. Promoting the project is Wendell Billinger, who was active in early years of the RELIC trolley museum now operating at South Elgin, Illinois. Later, until 1972, he served as general manager of the Iowa Terminal Railroad at Mason City, Iowa. Already on the property, of the line-to-be is some equipment, including a former Philadelphia snow-sweeper. Wendell recently went to Boston, where he got trucks and electrical equipment from some of the 38 old MBTA rapid transit cars, 0500 series, soon to be scrapped. Will someone send us more news of this project?

Overseas Electric Lines

OUR March '73 issue reported a bit of Australian unpleasantness at Bendigo, Victoria, that occurred after abandonment of the city trolley system there, including four Birney cars built by Brill in 1925 and shipped overseas. After abandonment, the equipment was placed in the hands of the Bendigo Trust that now operates a museum-type operation along part of the city's former tramway lines.

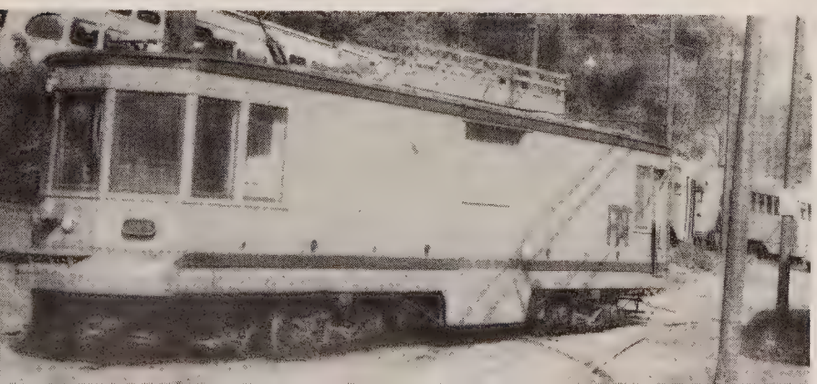
Apparently no one had realized, before it was too late, that the Australian Electric Traction Association, which operated a tramway museum at Loftus, near Adelaide in South Australia, had asked for one of the Bendigo Birneys because originally it had run in Adelaide. That request had been granted by Fuel and Power Minister Balfour of the Victorian Government, who promised the AETA an ex-Adelaide Birney after service ended.

So AETA members went down to Bendigo to move the car back to Adelaide. They jacked it up for loading onto their truck the next day. When this news got around, Bendigo Trust members took the car off the jacks, put it back in the barn, and locked the doors. After that, an impasse lasted almost three years.

Now we are happy to report an ingenious solution to the problem. From A. Mann, P.O. Box 3, Drummoyne 2047, N.S.W., Australia, comes word that the well-preserved body of former Bendigo Birney No. 27, previously

Both photographs from Steve Maguire

Pittsburgh Port Authority line car M 210, rebuilt from a center-door city car in the 1930s, was pulled out for fans to photograph last Oct. 3rd in connection with Assn. of Railway Museums' annual meeting held in Pittsburgh area.



PPA No. 1779 is the latest PCC to get the new type of LVR front end which will be given to all local PCC's having heavy front ends and damaged in the future. Arden Trolley Museum hosted fantrips at ARM meeting.

New Zealand's operating trolley museum at Ferrymead Park, Christchurch, runs 178, said to be product of Brill. Car is green and cream with a brown roof.

Collection of William J. Morgan

Two classic lightweight interurbans, ex-Crandic 118, earlier C&LE 118, and Lehigh Valley Traction 1030, ex-Indiana R.R. 65, lined up at Seashore Trolley Museum last fall.

O.R. Cummings, 105 Theresa Court, Manchester, N.H. 03103

Adelaide 303, was brought from a location near Bendigo and members of the Trust, along with AETM members, restored it with the aid of a grant of money from the Victorian Government.

Because most of the components of Birney cars had been retained at Bendigo, it was possible to bring the 27 back to operating condition. Finally, with a ceremony at Bendigo, restored Birney car 27 was presented to the AETM by Minister Balfour—the same official who had made the original promise to the Loftus museum. In turn, AETM released their claim to Bendigo Birney 29, the one they had been promised and unsuccessfully tried to move back. No. 27 was placed in operation at the AETM museum in Loftus, is now in regular service again in the Adelaide area, and everybody is happy.

THE TROLLEY and bus system of Oporto, Portugal, that in recent years has provided old trolleys for use in several American lines is asking for 16mm movie film and 35mm slides showing old trolley and bus scenes in the U.S. From Edgar T. Mead, 7 Currier Pl., Hanover, N.H. 03755, we have received a copy of a letter from the *Servico de Transportes Collectivos do Porto,* located at Oporto. Its writer, Nelson Lima, public relations man for STCP, says: "We are asking you to send us a catalog and price list of that material." Edgar comments: "The Portugese have been very good to our fans and this might be a goodwill gesture in return. Let's really snow him with good material . . . and donations."

RESTAURANTS in London, England, are plagued by an invasion of "commuter mice" swarming out of the subways to dine on leftover food.

"This is a very serious problem," a community health officer testified in court the other day in a case in which one restaurant was fined the equivalent of $1,190 for hygiene offenses.

"It is an open secret that the whole of that area is infested with rodents," said defense attorney Peter Sheridan." They are particularly fond of the Piccadilly subway line, probably because of the warmth. Railway staff tell me that when the stations close the platforms are full of mice who come out of their hiding places. They go into the many restaurants in the area to eat."

Sir Hugh McCowan described the late-night cat and mouse game he saw in another central London restaurant just after dining hours ended.

"I counted up to 15 mice," he said. "They were having a lovely meal. The restaurant cat was next to useless. The mice were running rings around it."

New Electric Publications

The Electric Railways of Minnesota, by Russell L. Olson, 560 pages, 8½x11″, hardbound, with photos and maps, may be had for $29.95 from Minnesota Transportation Museum, P.O. Box 1300, Hopkins, Minn. (Minnesota residents add 4% sales tax.) More than half of this book is devoted to the Twin City Rapid Transit system that was the biggest in the state. The rest covers the Duluth-Superior city system and some smaller trolley and interurban lines.

The author has injected such an abundance of statistics, data, car records, and roster material that in this big volume it is somewhat hard to find your way, especially because there is no index and the table of contents is abbreviated. It might have been better to produce a concise history, eliminating much of the data for lower-cost book.

This book is replete with detailed track maps. In many cases they have to be carried over onto several pages, making it more difficult to grasp the full route of any single line. But fans who have an intense interest in the subject matter should enjoy hours of detailed facts.

The book's publisher is the operating museum line that now runs along a mile or so of the abandoned former TCRT route at Hopkins. Profits from its sale go toward their efforts.

TWO popular books in the Interurban series, long out of print, have been reissued. One is the *Galveston-Houston Electric Ry.,* 84 pages, 8½x11″, with soft cover. It sells for $6 from Interurbans, P.O. Box 6444, Glendale, Calif. 91205. The other is a reprint of *Cars of Pacific Electric, Vol. 2: Interurban and Deluxe cars.* This is a 224-page photo roster with some car diagrams, 11x8½″, with soft cover, selling for $10 from Interurbans, above.

Spokane United Railways, which operated a trolley system at Spokene until 1936, is the subject of articles appearing in the Spring and Summer 1976 issues of *Island Empire Rail Quarterly.* Each issue contains 12 pages of historical data and pictures. Copies cost $1 each from Frank D. Kimmel, 1718 E. Sinto, Spokane, Wash. 99202.

Paul Smith's Electric Railway was a short trolley line in upper New York State served by a single interurban car from 1906 until about 1930. We have mentioned it several times in our pages. Fans visiting the area near the New York Central's Lake Clear Jct. found the car-body rotting in the woods. A 12-page story of the line with photos, map and a scale drawing appear in the 1976 *Franklin Historical Review,* published by the Franklin County Historical and Museum Society, 51 Milwaukee St., Malone, N.Y. 12953. Copies are $2 each.

SEND transit news to Steve Maguire, P.O. Box 51, Belmar, N.J. 07719. ●

Minneapolis Waterworks Ry. car 1 in foreground at end of line on March 3, 1946. TCRT car is at far left. No. 1 ran from 1917 to 1948. Line mentioned in Minn. book reviewed in this issue did not include this photo.

Photograph by Steve Maguire.

PHOTOGRAPHS of the MONTH

Come and get it! Workman eases way along topside perch greasing pantographs of Boston's "Blue Line" rapid transit Revere route cars.

Marc S. Balkin, 30 Jolen Dr., Hillsdale, N.J. 07642

Power to spare. CP Rail's new highway/railway crane easily handles a 200-ton locomotive at the line's Alyth Yard in Calgary. The mobile crane, first of kind in Canada, can operate on and off tracks.

CP Rail

C.W. Jernstrom, 822 Pelham Dr., Ft. Wayne, Ind. 46825

Two Baltimore & Ohio 4800 Mikes, class Q-7f, 1916 Baldwin-built, haul westbound coal drag on track 3, at West Baltimore, Md., April 11, 1953. Lead loco 4848 was retired seven months later.

Old wooden water tower at Tintic Jct. on Union Pacific mainline near Eureka, Utah, July, 1972.

J.C. Fleming, Sr., 1061 S. Robson St., Mesa, Ariz. 85202

William T. Morgan, AG2 OPS/MET Code 30, NAVSUPPFOR Antarctica, FPO San Francisco 96601

Side-rods are rare these days. Carrie Hartman of Camarillo, Calif., examines Ventura County Ry. 3, a 45-ton Whitcomb, at Oxnard, shortly before it was scrapped in July, '76. The side-rod eliminated the need for one traction motor on each truck. It connected the motored axle with the unmotored axle. Built for Garden City Westbury Ry. in 1947, No. 3 was sold to Ventura County line in 1962.

Westbound Baltimore & Ohio freight coming off Baltimore line at Point of Rocks, Md., in April, '74.

James B. Armstrong, 2127 California St., N.W., Washington, D.C. 20008

Southern freight with three EMD SD-45's pull half of their train up rugged Saluda Hill in North Carolina, cut off at top, and return for rest of train as seen on July 7, 1972.

Richard Allen, 14 Ethel St., M.R. 99, Binghamton, N.Y. 13905

Barbara Balkin of Bergen-Rockland Chapter, NRHS, ready to board New Hope & Ivyland train at New Hope, Pa., for special dinner run sponsored by the railfan club.

Photograph by Marc S. Balkin

Mt. Washington Cog Railway's *Summit* blasting out of the base station Aug. 20, '76 for the three and one half mile trip to the top of 6,293-foot Mt. Washington, highest point in New England, with an average grade of 25% (steepest grade is 37.45). Photo was made with a Bronica S2, 75mm lens.

Dan Fink, 24 Seneca Ave., Genesco, N.Y. 14454

Training Enginemen for Tomorrow's Cabs

Time was when the lofty "right hand side" was attained only after years of firing and training came mostly from experience on the road. Today, aspirants for engine service are younger men, trained far differently because the newer diesel loco is much more complicated than yesterday's steamers. More skill and knowledge is needed to operate the longer, heavier trains. That's the rationale behind Seaboard Coast Line's engineman-training program. Much of SCL's program takes place aboard three streamlined "rolling classrooms," all former observation cars made surplus by Amtrak. Each car has a classroom, complete with desks, chalkboard and audio-visual equipment. Photo at left shows interior of instruction car at Tampa, Fla., May 2, '76, with throttle control stand and viewing screen. (View below) Interior of classroom car with instructor addressing class of engineman candidates with the intricasies of diesel locomotive systems and operation.

Photograph by Charles B. Castner

17
B T

(above) Heisler No. 6 on Cass Scenic begins climb on switchback in 1976.

Tripleheading Baldwin's 12, 14, and 17 roll on East Broad Top's Winter Spectacular in '76.

Photographs by Dan Fink

Harry Bedwell ready to hoop one up for SP at Santa Susana, Calif., in 1947.

IMPERIAL PASS

by HARRY BEDWELL

Reprinted from The Saturday Evening Post, thanks to permission of the author's widow, the late Mrs. Lorraine Bedwell, owner of the copyright. Text supplied by Interesting Railfan Frank Kyper, Railroad Publications, 20 Hilltop Drive, Burlington, Mass. 01803.

FREIGHT EXTRA train 1118 eastbound was climbing heavily up the Westwater Grade toward Imperial Pass. It wasn't a long train, and so it hadn't been given a helper engine. Conductor Cole, checking his orders against the timetable and his watch, leaned out of the cupola of his caboose when his engineer whistled a sharp query, and signaled to take the siding at Marble Gate.

No. 8, a passenger train with a helper engine puffing black smoke, also eastbound, was somewhere behind him, close enough, by the timetable and for aught his orders told him, to make it desirable for the crawling freight train to seek shelter in the desolate siding at Marble Gate and let her pass, rather than try for Granite at the top of the grade.

Such an attempt would put them right on No. 8's time, and Cole wasn't the kind to take operating chances on the mountain. The nip of frost at his temples hadn't come from prolonged penitence in damp churches. He was a stubbornly amiable veteran of storms and wrecks and the whims of good and bad officials, and he had learned to abide by the rule to take the safe side, rather than being forced to take to the hillside. So Extra 1118 dragged its length into the clear on the siding at Marble Gate.

Above, in Imperial Pass, a work train with an extra gang was laying new steel. The pass has taken the breath of more tourists traveling the Anaconda Short Line than, perhaps, any other single fragment of scenery on our transcontinental railways. A bit of its gorgeous depth is shown in halftone on the front of the ASL's timetables. But to the men of the work train, laying new steel in this deep slash in the mountains, the grandeur had begun to fret after a feverish month of August.

The scorch of the noon sun was terrific in the narrow confinement. Serene atmosphere permitted the heat to fall in glittering, stabbing lances. Other times were chill at that altitude, and oppressively gloomy. As the work train with its extra gang moved doggedly about its task, at the same time keeping the line open to traffic, the echoes of its travail moved ceaselessly about the sheer walls in a dull mutter of aggravating sound. Everyone felt the strain.

THE BIG PACIFIC, with four cars of ties attached, dipped into a siding and tied onto a car of rails. If they moved fast enough, they'd have time to unload the rails and get into the clear before No. 8 was due. So the brakeman, in sullen hurry, kicked off the hand brake, but didn't take time to couple the air to the car of rails. The other brakeman was down the line flagging, and the conductor hadn't taken the trouble to come along to help. Let her ride! Morale was ebbing. Anyway, the new management hadn't, as yet, been impressively punitive.

They backed swiftly down the main line toward the point where the extra gang was assembled to start unloading. The engineer thrust the short train backwards faster than was wise. This constant see-sawing, the dull echoes breaking about him as if he had his head in a barrel, had twanged his nerves. And the old kettle's flues leaked till it was hard to keep steam in her. She couldn't pull the hat off your head. Give her the gun!

Conductor Cole had draped himself over a bowlder, his mind a dismal blank. The racket of swift wheels aroused him. As he glanced at his work train he pitched from the rock. The train was almost upon him, coming at

aggressive speed. He began to swing his arms in the washout, trying to find something to do heedless engineer would probably overrun him.

The hogger awoke to the peremptory signal, and his temper flickered. Why couldn't the trainmen stay on the job? He twitched the air savagely. The brakes set, the short train slid and squealed and stopped. All except the flatcar of steel. The air hadn't been connected to the load of rails. Its brakes didn't set. The sudden check of the rest of the train acted on it like a snapped whip on its cracker. It plucked out the drawbar like a loose tooth.

Without uncertainty, the car continued on down Imperial Pass toward the steep pitches and multiple curves of the Westwater Grade! It moved with the certitude and increasing speed that forty tons on steel gives to a flatcar loose on an incline.

Cole ceased flapping his arms. He began to hop about dubiously, trying to cind something to do about it. The engineer nearly fell out of his cab as he leaned out to watch the car disappear down the pass. His face turned white, then green and white.

The other brakeman had been posted down the pass to guard the work train from impending traffic. He sat on a slight promontory and drowsily watched the line below. The car of rails passed under him at an oily, determined speed. It projected itself into his vision so suddenly that he moved no more than the senseless and stolid granite. Then the car detonated the torpedo he had set. The brakeman disintegrated from the rock and took a sprawling fall to the ties below. But when he got up, the car was gone from his sight forever.

With his train in the clear on the siding at Marble Gate, Conductor Cole walked forward to where his hoghead was poking about the engine with an oil can.

ENGINEER JIM HUNT was morosely apprehensive. The past few years of mismanagement of the Anaconda had wrecked what little resolution he had ever possessed.

Cole and Hunt exchanged estimates on the probable speed they could maintain to the top of the grade and through the pass. Then, on the hypothesis that No. 8 was on time, they made further reckonings on other trains they'd have to meet. This decided, the engineer continued his oil-can inspection.

Cole walked a little forward of his train and let his gaze wind over the mountain. The great mass crouched there in brooding patience, awaiting any nonchalance of the crews operating the worming trains along its wrinkled flanks. It sometimes took control of these trains from the unwary and cast them down its sharp sides to be shattered below. These sullen reaches always brought Cole the bright memory of old Isaac Worth, who had come to the mines as a wagon freighter and had lived to build and operate the ASL.

In the years that followed old Isaac's death, his heirs had badly managed the property from the continent of Europe, and many of the old, hard-bitten crews had wandered away. Cole, in an amiable loyalty, had stuck, and had seen men with fast talk get the promotions he was entitled to. Recently, the Anaconda had been taken from the heirs violently, and now a new set of officials rode the swivel chairs.

Isaac Worth had battled those steep grades with respect and caution and dogged courage; and now, as Cole's gaze crawled over the slopes, the old man's incessant warning to his crews seemed to flicker to him from the dark ridges in a kind of soundless, sharp admonition:

"Watch that mountain!"

Without consciously realizing it, Cole knew that something impended up there; that the old mountain was about to play one of its grim jokes. He sensed some disturbing commotion which he couldn't hear, that confused his mind.

"Watch that mountain!"

Soundless, but definite now. The tingle along his spine ran down his legs and started them irresolutely forward along the siding. Down grade, the track was lifeless for the mile of its visible length. Up grade a few hundred yards, it swept from sight around a ledge. Cole stopped to listen.

Then the brittle screech of swift flanges on a curve gritted along the somber ridges. The runaway car of steel rails thrust around the ledge above and came down the grade at a pensive, gliding run.

The one incomplete glance, and Cole put his head down and went into a hard sprint for the switch stand just ahead. He caught his breath and held it. He drove his legs into a pattering spurt. Better open the switch and let the car into the siding on top of his own motionless train than let it continue down the main line, where it would collide with the passenger train coming up. That would likely mean the taking of life. Cole plunged harder.

His first-glimpse judgment had been that he could beat the runaway to the switch stand. He put more thrust into his legs, charging. He threw up his head at last to choke down some air.

Then he stopped running abruptly, for his fleeting judgment had been wrong. The car was already at the switch-stand. Cole swerved over to the mainline, giving the fleeing car a more deliberate inspection, judging his chances to swing aboard to check it with the hand brake.

But he knew at once there wasn't a chance. He could judge the speed of rolling stock too accurately for there to be any question about it now. Had it been a boxcar, or almost any other kind of equipment, he might have tried it. But there wasn't anything on a flatcar to swing onto at such a speed. And there wasn't a chance to stop such a heavy load anyway. It whiffed past him like a vertically falling mass!

THE RUNAWAY met No. 8 on a piece of straight track two miles below Marble Gate. Engineer Andy Sharp, on the helper engine, spotted the car the instant it thrust its nose into sight, and his bristling beard flared back a challenge.

He did many things in an instant of time. He yelled to his fireman. He shut the throttle, and his falling hand flipped the air to emergency. He brought the reversing lever over with a heave that would have pluched it out by the roots, had it stuck. He opened the throttle again, and screeched the whistle at the same time.

Then he followed the fireman to

the right-of-way. The engineman of the second engine came to earth at about the same time. Because of the grade she was climbing, No. 8 had lost her headway before the impact.

That car of steel rails sheared away trucks and drivers from the head engine and smashed the front end of the second. Some of the rails on top of the load drove through the helper engine lengthwise and blossomed into a twisted steel bouquet at the boiler head. Sharp's fireman lost some skin, for he had unloaded at once, before his engine had checked its speed. Some passengers in the coaches were badly shaken and bruised. Two engines were in more or less disrepair, and a flat car of steel rails was a total loss.

THE HEARING on the accident was held in Superintendent Stewart's office the next day. Stewart had but recently come to the Anaconda Short Line for the new interests that had acquired it. He started proceedings briefly, then sat back watchfully.

Trainmaster Neff, sent from the East as a supervisor of prime ability in train operation, thrust himself forward as prosecutor. He was bent on making a deep first impression, of displaying his knowledge of handling traffic. He was a tall man, pouchy at belt line and jowl. His face reminded you of a squirrel with a nut in either cheek which caused his front teeth to protrude and his eyes to bulge in eternal surprise. He talked ceaselessly.

Conductor Cole listened to the evidence with amiable penetration. If the rest of the new officials were like Neff, he decided presently, they weren't an improvement on the last batch. They would inevitably talk the old line out of existence. Here was a simple case, no matter how complicated the disaster had been.

But Neff seemed to bring out so little of the truth. His gush of words was confusing. It took the mind from the case and let it stray all over the system. Cole's own thoughts became fleecy, floated out of the window. The din of the trainmaster's words became a distant irritant.

The brakeman who had failed to connect the air in the car of rails was questioned for half an hour, when the whole truth was brought out in his first statement. As the various participants and witnesses were called, Neff, with teeth gleaming in constant, popeyed surprise, tried to wring something from the men that wasn't in them. They became watchfully reticent, sullen under the probing.

Cole, who had expected a brief examination, found himself included among the accused, questioned at length on his conduct in the presence of the runaway car.

"Couldn't a man of courage have boarded that car and stopped it, had he been in your position?" Neff asked sharply.

Cole blinked, then said quietly he didn't think so.

"Ah, but with lives in extreme danger, wasn't it worth the try?"

Cole looked at the trainmaster carefully. "No one with judgment and a knowledge of the mountain would have tried it."

"In your position you would, of course, say that," Neff snapped. "We are charged with the safety of many human lives, and a man who will not take risks for their protection had better retire."

"I think so myself," Cole answered with amiable irony.

Hunt, Cole's morosely apprehensive engineer, was called next. Distrustful of his own tongue, he made it easy for Neff to imply what he wished. He hadn't seen the car till it got to the switch stand. Cole didn't seem to be doing much about it then, he testified.

When the car passed, Hunt was on the opposite side of his engine, but he admitted, under probing, that it didn't seem to him to be going too fast to be boarded.

WITH THE EVIDENCE in, Neff did a summing up. The incessant flow of words was deadening to the mind. It rolled and hammered like a senseless surf. Cole's thoughts became frothy again. There hadn't been so many words used in a year of old Isaac Worth's administration.

Neff, in his arraignment, laid out cold the brakeman who had failed to connect the air. The conductor and engineer of the work train he only half mutilated, and the flagman he badly mauled.

"And Conductor Cole!"

There was a portentous pause. Cole's fleecy thoughts evaporated in the late sunshine outside the window. He tried to point his mind, confused by the drum of words.

"His acts are a little less evident. But it seems to me they are flagrant, nevertheless. Life and property were in danger. He stood in the way of destruction. A little less thought of personal safety might have averted the disaster. Keener courage should have been exhibited. I believe I can justly say ———"

Cole stood up abruptly, his gray eyes holding Neff's bulging stare. The trainmaster slithered into silence. Stewart rapped firmly with a pencil. Cole eyed the superintendent quietly, then sat down. Neff would have proceeded, but Stewart indicated that enough had been said.

The superintendent, silknand steel, harassed by this demoralized division, gave his decision swiftly and without raising his voice. The brakeman was fired. The conductor and the engineer of the work train were presented with fifty demerits each. Engineer Sharp, of No. 8, was commendeded for his alertness and cool, prompt action in the face of extreme danger.

"As for Conductor Cole"—Stewart's eyes lanced Cole an instant—"nothing was proved."

Stewart stood up in the blank silence that followed. Then chairs scraped and feet slithered aimlessly as the meeting broke up.

COLE felt the slow poison of resentment spread through him at the final flick the superintendent had dealt him after Neff's unexpected imputation. His courage had never before been questioned: he had never even considered it himself. It was something he believed he had, but had gone no further in the matter. He observed now, with some distress, that the men about him in the room—his associates—seemed to avoid him with mumbled embarrassment. Grimly he began to search for that courage they doubted he had.

A stumping stride came toward him, and a voice that burred thickly asked him if he hadn't had enough for one day.

It was Engineer Andy Sharp. The hogger was pugnaciously Scotch and had a belligerent beard that was famous. It made him look like a nihilist, but the pale-blue eyes he cast upon Cole had the dry twinkle of a Santa Claus.

Cole regarded him benignly. He'd had enough of some things," he admitted.

"So have some of the rest of us," Sharp rasped. "And I'll say this for you: You may not be very bright in the head"—his voice buzzed stridently above the shuffling feet—"but you had sense enough to leave that car of rails alone when she came rambling down the mountain. When I met her, she was just ready to leave the track and start flying."

Cole smiled. Sharp had a squat body and long arms, and the skipper could imagine him, with violent death gliding down upon him, swinging from lever to grab iron and then to the ground like a bearded monkey descending a tree . . . The two went out together.

CONDUCTOR COLE, in charge of Freight Train No. 73, westbound with sixty-five loads, came down through the blue depths of Imperial Pass toward Granite, near the head of the Westwater Grade. He was thumbing his waybills thoughtfully.

All the way down he had felt the jar and kick of cars in his train whose air brakes weren't working right. Also, the whole train seemed to check reluctantly when the brakes were applied. Probably the air in the old Pacific wasn't working effectively either. It felt like that, but he hadn't asked the engineer; for Hunt was in the cab, and since the hearing the two spoke only in the briefest line of duty.

At Granite, Cole decided, they'd have to set out the cars with defective air brakes. Also, he would have to lighten his train still more, if the engine was in the condition he judged she was, before heading down the malicious Westwater Grade. Coward or not, he respected that swoop of twisting steel.

The train stopped sluggishly at Granite. Cole called an inspector to check out the cars with poor braking, and walked forward to the engine. He'd have to find out from Hunt how well his air apparatus was working, before he could decide how many cars to set out.

A lone helper engine had been loafing down the pass behind No. 73. It had helped a passenger train up the grade and through the pass, had turned on the wye at the other end, and was returning to its base at Westwater. It now slid into a siding and ran down along the freight train to go around it and continue on without delay.

As Cole reached his own engine, the helper hissed to a stop beside him. The conductor glanced up to see the flare of Andy Sharp's beard in the cab. Cole grinned up at him, but the engineer only looked disgusted. Then Cole put on a disgusted look of his own, for trainmaster Neff swung down from the cab of the helper engine.

The official looked about him with popeyed surprise and asked briskly: "Why the delay?"

Cole flinched slightly. It was so easy for the trainmaster to talk. That guy mundated everything with words. And they were so confusing, it kept the mind from working.

"Got to set out some loads before we go down," Cole said with dry pleasantry.

"How many cars are in your train?" Neff snapped.

"Sixty-five," Cole said slowly.

Words overflowed. Neff called attention to the fact that cars set out here had to be taken down to Westwater by a switch engine. He pictured the congestion in the Westwater yard. He detailed the choke of traffic on the division, and how they were struggling to overcome it; gave details of the shortage and poor condition of the motive power. He spoke bitterly of the excessive caution of train and engine men.

ANDY SHARP hung from his cab, his beard bristling like the hackles of an angry dog. His fireman stood in the runway and gaped. Cole's two brakemen stood by in dull fascination. Hunt looked at the ground and moved his feet aimlessly. It was as if they had all been dulled by a narcotic.

Neff turned sharply upon Hunt. "Is there any reason why you can't take this train down the mountain as she is?"

Hunt flinched. Cole tried to catch his eye with a steady look, but the engineer continued his stare at the ground.

"No," he said. "No reason. I guess I can take her down."

"Let's get going then," Neff said, with his protruding grin. "Let's keep the freight moving. I'll go on down on Sharp's engine."

Cole set himself doggedly. "Mr. Neff," he said, "you inferred the other day that I was a coward. All the same, and in spite of what Hunt says, I've got to warn you it isn't safe to take this train down the grades as she is. You don't know what this old mountain can do to you. You're jeopardizing a lot of freight and equipment, to say nothing of lives, by asking us to take this train down the hump as she is."

Neff's eyes bulged. He pulled his upper lip down over his protruding teeth with a sucking sound, as if he tasted something bitter.

"My friend," he said darkly, "you have petted this dangerous-mountain idea so long, it has choked the division with traffic for no reason at all. I'm going to state what I started to tell you at the hearing."

"If you do, I'll knock your block off," Cole said promptly.

"Do you mean to say you will not take the train down the mountain, even after your engineer has said it could be done, if I order it?" Neff's pouchy jowls quivered. He was white around his protruding eyes.

Cole shook his head.

"Not at all," he denied gently. "If you order it, down she goes. I'm just telling you and Hunt that you don't know your business. It's dangerous, and if you don't think so, suppose the both of us ride down with Hunt in the cab."

Neff goggled into the faces about him. They weren't so abashed as they had been. He started to decline angrily, but he recognized at once that Cole had made that difficult.

He suddenly sensed that his dominion over the crews was being tested. He began to feel a hardy quality in some of these men he hadn't before noticed.

"I'll go," Neff said sulkily at last, "but it doesn't alter the situation."

"It may," Cole smiled grimly. "If we're through talking, let's go."

The official signaled for Sharp to proceed with his lone engine, and the rigorous Scot pointed his beard at the trainmaster in derision as he pulled out the latch and chugged down the siding.

NEFF CLIMBED blindly into the cab of No. 73's engine and folded his length into the fireman's seat.

Hunt looked up from his feet. His face was gray. "I don't know," he mumbled to Cole. "She ain't much for holding back."

"Tell Neff," Cole said crisply.

The engineer sighed and climbed slowly into his cab.

Cole turned to his brakeman. "Be ready to club 'em. He took a brake club from the rear brakeman. "Get another from the caboose." Then he glanced up at the engineer. "All right, Hunt. Take her away!"

Andy Sharp's engine rolled down the siding and switched back to the main line ahead. It dropped smoothly from sight around the first curve. Hunt took the slack out of his train and eased it into motion. The head brakeman climbed to the top a few cars back of the engine, while the rear man remained on the ground to swing onto the caboose as it came along. Cole climbed into the cab and stood behind the engineer.

The push of the cars against the engine as they came onto the first steep grade had the jostle of a slowly breaking jam. There was a hint of restrained destruction, a feel of the push and power of the mountain in those crowding cars.

The drawheads kissed with a fatal chuckle. The clean snip-snip of wheels on rail joints was like rippling ironic laughter. The wheels growled sullenly as the brakes began to nip. The air hissed as the engineer put restraint upon the eagerly rolling cars. The fireman tended his fire with glum attention.

Neff smiled with sour satisfaction as the brakes checked the surging cars. Cole watched the hands of the air gage flutter, then climb back along the dial as the air pump throbbed. The trainmaster craned around the boiler head for an elated look at Cole.

The conductor's smile was faintly amiable as he watched the rails sliding up to meet them. The swift cadence of the wheels kept drumming old Isaac Worth's warning:

"Watch that mountain!"

The incessant, staccato repetition blurred as the momentum grew. Ahead, the smoke of Sharp's lone engine coiled along the ridges. The grade steepened, the cars crowded more impatiently upon the engine. Brake-shoes hung to grumbling wheels that smoked and sparked with the contact. The air screeched under the twitches Hunt gave it. The air pump labored doggedly.

Neff had recovered his contented humor. He got down from the fireman's seat and stood beside Cole.

"I might as well tell you now," he purred, "that if you resign, it will be the easiest way out. But you know both of us cannot work for the ASL."

Cole turned upon him slowly.

"I knew," he said, "when we started down the mountain, that at least one of us wouldn't have a job when we got to the bottom. And if you'd care to register my judgment at this second, you can write it in your notebook that I think we'll all be switching coal in hell in a couple of hours."

COLE TURNED back to study the sliding rails that ran eagerly up at them. He caught Neff's shrug and the complacent regard he cast upon the receding ridges, soft in the sun haze. Peacefully at siesta, the mountain evidently seemed to the trainmaster; but Cole knew, from long sessions with it, that the treacherous old giant never even dozed. And with the quick ripple of nerves he caught that soundless, definite warning again, as if Isaac Worth had signaled him sharply from the brooding heights.

The big Pacific rocked around the curves, the cars crowding impatiently at the restraint of hot brake-shoes. The scent of trees and warm earth was faint in the clear air.

Then the mountain stirred with lazy malevolence. It was like a great hand stretching to touch a button that released destruction.

Cole winced at the prolonged, shrill whistle of escaping air. It was the jubilant shound of a happy release, but it went through him like chilling ether. The cars thrust forward, the drawheads chuckling gleefully. They nudged the engine with gigantic playfulness as the faces of men in the cab swung to the air gage. The needles fluttered low, like stricken birds. The pump labored with inadequate throbs, like a fighting heart.

The four faces pinched out sharply as they watched the needles struggle on the dial. The points fought for life an agonized breath of time, then dropped listlessly. The pressure in the main and reserve air tanks had been lost, and the laboring pump could bring no life to the fluttering arrows.

The speed increased with a fatal surge, the glinting rails came up at them in a long, swift swoop as the hot brake-shoes slackened at the wheels. The mountain had taken control of No. 73!

Cole took a flying scramble over the coal in the tender as the whistle flung a frantic call for hand brakes. He made a froglike leap from the rear of the tender to the top of the first boxcar. He spun the brake-wheel, thrust his club between the spokes, and swung his weight upon it. The wheels groaned at the new grip.

As Cole raced for the next hand brake he saw the head brakeman swing on the brake wheel a few cars beyond.

The rear brakeman had come forward on the jump from the caboose and was twisting the wheel of the rear car. He was a big man with timberlike arms, and with his toe jammed against the catch he slipped his club between the spokes of the brake wheel and swung on it with his bulk of muscles.

But the mass of brawn swinging in an arc was too much for the brake apparatus. The chain broke. Cole caught a swift moving picture of the big brakeman in a flapping, sprawling swoop from the top of the car. In a swift contortion he turned over in the air and descended on all fours upon the side of a crumbling bank, then went clawing from sight alongside the train.

POISED HAZARDOUSLY, Cole felt a keen stab in his middle as he saw the brakeman disappear. It seemed certain that he must have rolled under the plunging train. Yet, seconds later, he bobbed up in the thin dust cloud that twisted behind the caboose. He ran after the train with heavy-footed desperation, but dropped behind steadily.

"He's lucky twice," Cole reflected as he skipped to the next brake-wheel. "But it leaves us in a hole."

The cars were lunging and crashing now at the curves. Anyone less skillful than experienced trainmen could not have kept a footing on the bucking tops. The speed grew with a long and ominous surge.

It was a staggering, skipping race that Cole and his head brakeman ran over the lurching tops, winding brakes as they went. When one paused to whirl a wheel, the other tottered past him to the car beyond.

The momentum grew more slowly with the hand-brakes set, but it still increased. Cole, clinging with his remaining brakeman to the cupola of the caboose, surveyed the length of his pitching train with the feeling that it would remain out of control until it left the rails for the side of the mountain.

There were miles of steep grades yet below, and no train could long keep to the track on the snaky curves at this rocking speed. A matter of minutes till something would give way. A nice heap the long train would make, piled up and burning. Not much chance for any of them to escape when that happened.

Well, he'd been conservative in his statement to Neff that at least one of them wouldn't have a job when they reached the bottom of the Westwater Grade.

"Want to unload?" he called out to his brakeman.

The man looked at the writhing, jagged right of way and stolidly shook his head.

During all this, the din of the fleeing train was as confusing as Neff's unbroken chatter. If he stayed still and listened to it, likely he would get the courage some of them doubted he had.

He started forward again. His flight from one brake-wheel to the next was a series of dangerous adventures. Once a car jerked viciously under his flying feet, and he came down in a rolling slide, grabbed the side of the runway and scrambled again into a hopping run.

On a curve he caught sight of Neff carefully letting himself down the iron steps from the engine cab. Clinging with both hands, the trainmaster peered down his back at the ground reeling just beneath his insecure feet.

He studied the flickering earth fearfully, his face crushed against his shoulder. Evidently he pictured himself catapulted and broken upon the mountain, for he scrambled back into the cab.

Cole made a careful leap from the head car to the tender and took a cascading slide down the coal into the cab. The fireman was crouched on the floor with the coal rolling about his feet. He preferred not to watch for the doom that waited for him somewhere below. He huddled there dumbly, his eyes on the shifting coal.

THE ENGINEER sat woodenly erect in his seat, staring with fixed fascination down the rippling, swerving track, while he swayed to the sharp lurches of the engine.

Neff was climbing in and out of the fireman's seat like a restless monkey in a cage. His eyelids were peeled back, his popped eyes were glazed and motionless in his head, as if the motive nerves had become paralyzed.

He went down the iron steps again with frenzied caution, to peer backward over his raised and rigid arms that clung to the iron handles. The ground, rippling under him like a swift stream, didn't invite him to jump, and with monkey-like gravity he scrambled back into the cab, to continue his climbing in and out of the fireman's seat.

"Oh, quit it!" Cole yelled. "You make me feel like squealing!"

Neff turned his head slowly to stare at him stupidly.

Cole was conscious, standing braced behind the engineer, of the weight of the cars thrusting madly from behind. The mountain had put its blind strength upon the crashing train, urging it to wild self-destruction. He could feel the tearing shock of resistless power surge through him, reaching up for a hold upon his heart.

Away into soft distances the knobs and ridges flowed serenely into the warm horizon. The mountain brooded with indolent derision over the reeling train.

A long plume of smoke showed below where the helper engine was loafing down the mountain. Cole felt his heart laboring like the ineffective air pump as he remembered Andy Sharp. He reached above his head, and the whistle tossed its scream across the bright slopes.

No use including Sharp and his fireman in the destruction that waited for them on one of the curves below. If they came into contact ever so slightly with the lone engine, they'd all be spewed down the mountain together. Warn Andy and let him run for it.

He'd be a long way down the grade for a good start, and he could slip into the clear at Castle Rock before they overtook him. The whistle bellowed and screeched. Andy would get that signal.

Neff froze to his seat at the sudden shrill racket. He shut his bulging eyes, and his lips, drawn back, showed all of his big teeth. Cole couldn't look at him and feel like a human being.

Then the lone engine appeared at the farther end of a straight stretch of track. And Andy Sharp was hanging out of his cab staring back at them. There was only one glimpse and the engine slid from sight as the track bent around a shoulder.

Cole felt his heart booming as he stopped screeching the whistle. He began to swear dumbly. Why wasn't that inquisitive Scot down the grade and out of the way? Why was the idiot hanging back instead of letting her out and running for safety?

AS THEY REELED around the next curve, Cole choked on his caught breath. The light engine had dropped back still farther. That dumb Scotman had curiosity! Cole screamed the whistle imperatively. But Andy Sharp in his rocking cab let the charging train draw down upon him.

Cole began to take his breath in

angry gasps. Sharp was leaning far out of his cab window. The distance made a soft smudge of his flaring beard. He was making signals with his hands.

With elbows out, he struck his two fists together like drawheads making a coupling. He repeated the signal, then pointed to the rear of his tender. Cole realized slowly that Andy was inviting him to couple onto his engine, so that he could use his air to bring the train under control.

Well, there wasn't a chance in several hundred and fifty that they could make such a coupling, and Andy Sharp was a fool to think they could. With both engines rolling and pitching at this high speed, any little extra impact would derail them both and toss them into a grand smash. Cole, holding desperately with one hand, leaned out of the cab and waved Andy Sharp on out of danger.

But the engineer rolled his head and continued to make his signals. The upper half of the fireman's body appeared above the rear of the tender, and he motioned them on, pointing down to the coupling below him.

"You're a damn fool!" Cole yelled impotently. "And the old mountain is going to get you if you don't run for it!"

Neff had opened his eyes when the whistle stopped its racket. He was staring ahead woodenly.

"He wants you to couple onto him!" he screamed suddenly. He waved an arm madly, then clutched frantically as the roll of the engine nearly flung him from the cab.

Cole looked at the air gage. The pump was working sulkily. The hands, still low on the dial, held steadily. They had lost their broken-wing flutter. If they should make a coupling with Sharp's engine before they took a smash, old Andy might bring them under the control of his air brakes.

But why did the lunatic want to take the slim chance of doing that? Probably because old Isaac Worth had drilled some of his spirit into that hard and bristling head.

"Ain't you going to do something?" Neff squalled.

Anyway, he couldn't stay longer in the cab with that thing. He thrust past the trainmaster, unlatched the narrow front window. The air came through the thin slit like a hard jet of water. It pushed him back against Neff, who screamed wildly.

There weren't many minutes left to do anything before the slowly growing speed would launch them straight out from a dizzy curve. Cole pushed forward, seized the rail that ran along the boiler, and stepped out upon the little runway. The lone engine had dropped back to close in front of them.

THE WALL of air whipped Cole's clothes cracking about him. Driven particles hit his face. He was an endless time inching forward on the narrow iron shelf, holding his body close to the rolling boiler.

Behind him, the train was a twisting, thundering dragon in a thin smoke of dust, with the brutal hand of the mountain pushing it into a blind fury of demolition. He got swaying glimpses of ridges and sharp peaks waiting in cunning security for the crash. They roared out onto the edge of a sheer wall with the twinkle of a ribbon of water a thousand feet below.

"Watch that mountain!"

Well, if it got them this time, he'd have to explain it to Old Man Worth in the next world, and that wouldn't be very agreeable.

It took all the cool judgment gathered in his years of train service, and all the agility he had developed in those same years of herding rolling stock about, to swing down from the runway to the top of the pilot without being tossed into clear and sparkling space.

The front of the locomotive bucked and careened. It came up abruptly, then sank with a sideways roll that forced him to cling and move with inching caution. The thunder of their going reverberated back upon them in a torrent of echoes from the walls above and the depths below.

From the top of the pilot he let his legs down its slanting face till his feet rested on the little iron step at the bottom. This was an even more insecure position.

The iron step wasn't big enough for his feet, and he hopelessly tried to make them grip the hard surface. If he slipped he'd be dragged under and flattened out.

His hands, he found, were too much occupied. It was a dangerous move even to raise the pin and open the knuckle in the drawhead of his own engine. After he had struggled through this, he had to look away across the ridges to clear his head.

Sharp's engine was now close ahead. The fireman, wedged in a corner of the bouncing tender, was signaling his engineer the distance. The heaving pilot inched up on the lurching tender of the light engine. The resistless thrust of the train was like a wild rush of deep water down precipitous rapids.

"If we smash," Cole brooded as he watched, "I'll get smeared all over that blank space."

THE FIREMAN had his hands extended the length of his long reach to give Sharp an idea of the distance that separated the two engines. He was a wide-shouldered youth, excited, but unafraid. He kept a measuring eye on the drawheads as they crept closer together, signaling Sharp carefully, his hands closing in on each other.

If anyone could bring this off, it would be Sharp. He could make a locomotive do his bidding as no other engineer in the mountains. In all the din and choke of stinging dust, Cole's courage held in confidence to the bristling little man he couldn't see in the cab ahead.

The fireman's hands were three feet apart. The plunging engines closed in. The open knuckle of the coupling yawned at the shut knuckle just ahead. The two drawbacks bobbed and jumped as if trying to avoid the coupling.

Cole kept most of his attention on his insecure footing. A bobbing upward glance showed the fireman above him, peering down with hands close together. The drawheads touched with a delicate kiss, and then moved a foot apart. They inched toward each other again, touched, and the open knuckle began to nestle into the one ahead.

Cole watched with squinted eyes, while his breath choked him. Andy Sharp held his engine to an even speed. The knuckles snugged closely together and locked.

There was no impact. The fireman signaled sharply.

Cole began to breathe again, and to choke and cough. Holding to an iron rung on the pilot with one hand, he swung down and crouched on his toes on the little iron step. He pushed backward against the slatted pilot for security. He couldn't breathe much in the stinging dust, and his eyes were blinded.

The air hose of the forward engine was well within his reach, but it dodged his hand like a terrified snake. When he got it at last, he had to square himself around a little more on his toes, and to angle for the hose on his own engine.

It never occurred to him that one of his own engine crew, or Neff, might come down and help him. He wished only that he had another hand. The swing and pitch of the engine nearly tore him from his moorings time after time.

The air-hose couplings dodged each other with fiendish cleverness. He got them both into his hand and tried to fit them together. He couldn't distinguish much; he had to trust mainly to the instinct of his fingers.

When the two ends notched together and held for a second under his palm, he clamped them down swiftly to be sure of the connection. He felt the heel of his hand caught in the coupling, and knew it was making.

A SHARP pain gripped his head as the couplings rotated under the vicious thrust. He couldn't free his palm at first from the pinching metal; and as he at last wrenched it free, it felt as if his hand had been torn away.

His head reeled with the swaying engine as he straightened and swung forward to reach under the tender for the air cock. His hand was numb now, and the little lever became slippery with blood. Then a hot pain grew in his palm as he pulled outward. He had to change his hold to press the lever wide open.

He swung back to the face of the pilot again and fumbled for the air-cock on his own engine. He seemed a long time tugging at it. Then it wouldn't open any farther. Under his stinging eyelids he caught the shadowy, swift signal of the fireman above.

Air whistled—the hard, contained screech of controlled power. There was a slight check in the crashing speed. Andy Sharp had given her about ten pounds reduction for the first shot, Cole judged dimly, and threw his battered body across the top of the pilot. Leave it to Andy to juggle that string of cars.

From the rock and pitch of the pilot under him, Cole gaged the cunning fight Andy waged with the old mountain, jockeying for every inch of control which he took with a smoothness that still kept them upon the rails.

His big hands worked with his levers as delicately as a great musician with a fine instrument. His little eyes, peering from the thicket of his beard, judged every curve and grade in relation to how much check he could put upon the plunging train.

After a time the pilot ceased to careen so abruptly. Cole was breathing sharply in the shelter of his crooked elbow. Pain was crawling up from his torn hand through his arm. He raised his head and he breathed with some comfort.

The speed was choked down to full control. He caught a breath of the river, and they were rolling across the long bridge and nosing carefully through the Westwater yard!

The train stopped. Andy Sharp came back and pulled Cole from the pilot.

"You're a damn fool, Andy!" Cole coughed, blinking at the cinders in his eyes.

"Yeah! And you're some coward, ain't you?" Andy's beard bristled, then rippled in a grin.

"Why didn't you cut and run for it?" Cole demanded.

"Cut and run? I was hanging back all the time, because I knew for sure Hunt's old kettle couldn't handle that train down the hump. She let go quicker than I thought she would, and I came darned near being too late."

Neff crawled down from the cab and staggered away across the yard toward the station.

"He'll never report it as it happened," Andy said bitterly. "He'll talk himself out of this."

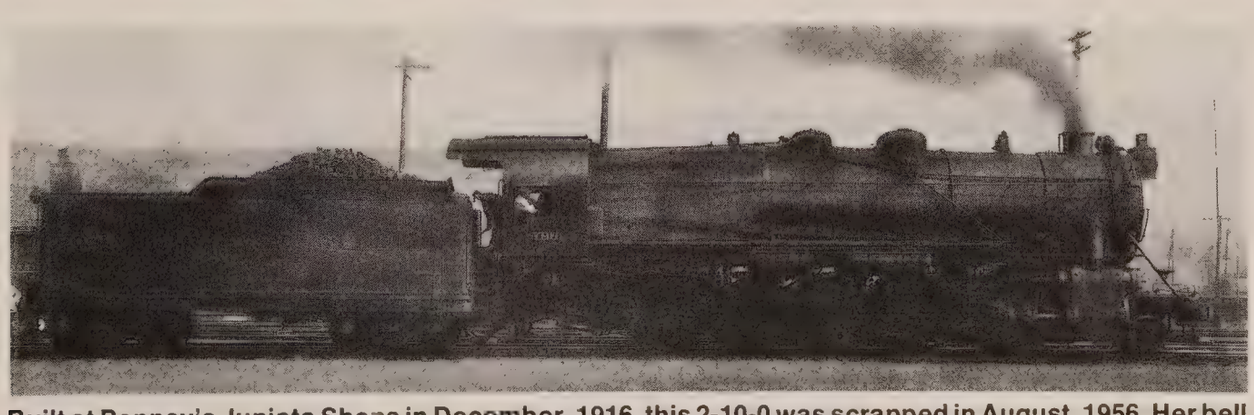
But Sharp was wrong. Superintendent Stewart seemed, after all, to be a pretty good judge of conversation.

A few days later, Cole was called to the office, where Stewart thrust Neff's job upon him bodily.

"Which serves me right," Cole told Andy, when they met down in the yard. "I never could get along with a trainmaster."

"Sure," Andy mourned. "Stewart tried to wish the job of traveling engineer on me. But I ain't taken it yet," he added defiantly. ●

No. 790, the Pennsy's First Class I-1s Decapod



Built at Pennsy's Juniata Shops in December, 1916, this 2-10-0 was scrapped in August, 1956. Her bell is now displayed in an Altoona park. She had 30½x32" cyl., 62" drivers, and 90,000 lbs. t.f.

Rare photo from collection of Harry Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018

Excursion groups might be interested in ex-N&W 475 under wraps at Holsopple, Pa., in May,'72.
Photograph by Michael A. Eagleson

Mike Eagleson

IN SEARCH OF STEAM

STEAMTOWN'S Annual Railfans' Week-end was held last October 30th and 31st. The dark and drizzly sky failed to check the joy of the faithful who gathered at Bellows Falls, Vt., to witness one of the most spectacular events ever staged in the museum's history. A tripleheader was operated with three matching ex-Canadian Pacific G-5 class 4-6-2's, Nos. 1246, 1278, and 1293.

The 1293 was still painted green and lettered for the ill-fated, controversial, and financially disastrous Vermont Bicentennial Steam Train Expedition which had been cancelled after the final run on September 5th from Bennington to Burlington. The unofficial deficit for that project is reported to have reached as high as $800,000. So the planned fall foliage trips were eliminated, and at the time of this writing, so will be the 1977 operations.

Highlights of the aforesaid week-end included mixed trains, passenger runs, shop tours, and locomotives posed in attractive settings, using different combinations of the three live Pacifics. A night photo session held on Steamtown's property concluded the Saturday activities.

Zealous guards kept off the property the freeloaders who had not bought week-end tickets. They were stationed at the main entrance gate and at the far end of the display area, to catch anyone sneaking up the tracks for night photography.

Following a recent dispute between Steamtown's head, Robert Barbera, and the Green Mountain Railroad—the common carrier over whose rails the museum trains operate—Steamtown ceased its regular fall excursions on September 11th, more than a month earlier than usual. The Green Mountain boys filed a suit against Steamtown, demanding the payment of $14,353 for track use fees for last July and August 1 and to end its agreement with the museum.

According to a newspaper source, Barbera won't pay Green Mountain until it improves the track maintenance between Bellows Falls and Chester. Barbera says the museum may be moved to Maryland or Florida. Meanwhile, local merchants are feeling the slump in the tourist economy and hoping the dispute will be settled for this year and Steamtown will remain in Vermont.

FOR SALE. The Livonia, Avon & Lakeville wants to dispose of its 2-8-0, No. 38, now standing idle at Livonia, N.Y. The ex-Huntington & Broad Top Mountain locomotive has been out of service for more than a year, while excursion trips continue behind the Livonia line's RS-1 diesel No. 20.

A FIRST-CLASS steamer that I personally want to see overhauled and put back into operation is ex-Norfolk & Western 4-8-0 M class No. 475. She is privately owned (I do not know by whom) and has been stored for years under canvas in a field beside a B&O caboose at Holsopple, Pa. I inspected and photographed the 475, with her rare wheel arrangement, nearly five years ago. Thanks to the protection of a tarpaulin cover, she is in restorable condition and could be a great excursion loco. Although big enough to haul a heavy load, she is light on the track, due to her stretched wheel arrangement spreading the weight. With the increased searching for restorable steamers, I'm surprised that nobody has restored this one.

ADIRONDACK RAILWAY CORP. is the name of a Pennsylvania-based firm now being formed to operate steam excursions on the Remsen-Lake Placid line in New York State. The company has already acquired two steamers and passenger cars, but no other data on them is available as yet. It is hoped that part of the ex-Penn Central track will be in service by July. I'd like to know which two steamers the new corporation has.

ALLEGHENY RAILROAD CO., P.O. Box G, East Akron Station, Akron, Ohio 44305, ran two steam excursions around Horseshoe Curve last fall. Star of the show was their ex-Reading 4-8-4 No. 2102, tastefully restored but with "Allegheny" lettered on the tender. Much credit should be given this steam operator which has the connections and incentive to operate steam on ConRail tracks. Additional and even more exciting trips are rumored for this spring, including a long-awaited doubleheader with the 4-8-4 and possibly ex-Grand Trunk Western 2-8-2 No. 4070.

Incidentally, if the Allegheny shopmen have a little time on their hands, I know that I'm not alone among railfans in wanting to see the squared-off cab and straight edge on the bottom of the running boards restored to their true Reading design for a complete and historically accurate restoration of the T-1 class. The running boards and cab shapes were altered four years ago when the 2102 was disguised as Delaware & Hudson No. 302 for that road's sesquicentennial ceremony.

Ex-Reading 4-8-4 No. 2102, with diesel helper, ready to hook onto Allegheny R.R. multi-typed coaches on fantrip near Horseshoe curve in Pa., last fall.

Joe Lupia, Jr., 3221 Eisenbrown Rd., Riverview Park, Reading, Pa. 19605

PENNSYLVANIA RAILROAD steam fans will rejoice to learn that some 13,000 negatives from the road's files were acquired by the Altoona Area Public Library. These negs. are now being catalogued, and prints are available from the library. Address Ms. Ruth Weber, 1600 5th Avenue, Altoona, Pa. 16602.

THE TWELFTH ANNUAL East Broad Top Railroad Winter Spectacular will be held on February 19th and 20th. The narrow-gage Mikados to be in steam are Nos. 12, 14, 15 (if repairs are completed in time), and 17 (in steam as a back-up engine). The repairs to these four operable locos are made by canalbalizing Nos. 16 and 18, which are still in the Rockhill Furnace roundhouse, never to run again. At Mount Union, an EBT standard-gage 0-6-0 is still stored in the old enginehouse, awaiting a buyer.

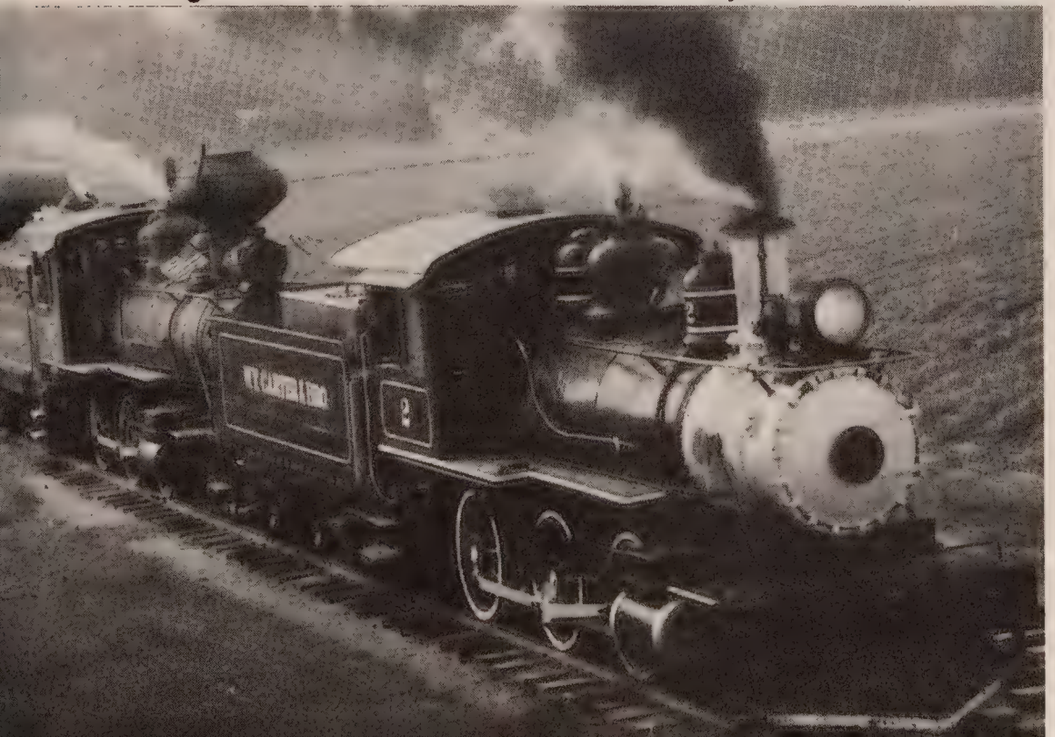
Railways to Yesterday, the sponsor of all twelve Winter Spectaculars, will operate six different trolleys at the event. If you'd like to attend, contact Sherm Shook, 160 Andover St., Wilkes-Barre, Pa. 18702.

NORTHERN PACIFIC 4-6-0 No. 328 may run again. The 1907 American has been leased for 30 years to the Minnesota Transportation Museum by the city of Stillwater, Minn. This venerable S-10 class Ten-wheeler is to be moved to St. Paul for repair and possible future operation. Originally built for the South Manchurian Railways, she was never delivered and has been acquired by the Northern Pacific, reports *Spike and Tie*, newsletter of the Blackhawk Chapter of NRHS.

THREE STEAMERS still linger in the Greenville, Pa., roundhouse of the Bessemer & Lake Erie: 2-10-4 No. 643; 2-8-0 No. 154; and ex-Union, ex-DM&IR 0-10-2 No. 604. Although two of those oldtimers have been there since the end of steam more than 20 years ago, it seems to me that the B&LE management has little interest in their historical significance. Perhaps the engines could be donated or bought and preserved by a steam museum. It would be tragic if these last examples of their respective classes were allowed to be scrapped by a disinterested management after surviving under cover for so many decades.

Wilbur T. Golson, 1324 Marque Ann Dr., Baton Rouge, La. 70815

Two Moguls doublehead Scott & Bearskin Lake Ry. run at Scott, Ark., in '76.



CHATTANOOGA & Coke & Chemicals Co., Inc. has purchased a British-built 0-6-0T named the *Flying Duchess* from a defunct tourist line, Boyne City Railroad, at Boyne Falls, Michigan. We hope the steamer and accompanying passenger coach will be used for short excursions and publicity purposes in the Chattanooga, Tenn., area.

KEEP ON SENDING news to your steam editor, Mike Eagleson, at his home, 37 Edgemere Avenue, Mt. Arlington, N.J. 07856.

Locomotive of the Month

Built by American Locomotive Company in 1920. Cylinder bore 26″; cylinder stroke 28″; cylinder spread 91″; mechanical stoker; weight on drivers 207,000 lbs.; weight on engine truck 54,150 lbs.; weight on trailing truck 58,450 lbs.; total weight of engine 319,600 lbs.; weight of tender 217,600 lbs.; tractive force 42,800 lbs.; tender capacity: coal 16 tons, water 11,000 gallons. Diameter of drivers 75″, trailing wheels 48″, tender and pony truck wheels 36″; overall length of engine and tender 84′ ¾″.

Photograph by Richmond, Fredericksburg & Potomac Railroad

Part Seven: All-time Roster of

Penn Central Transportation Co.

Compiled by Sy Reich

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
ES-12m	P&E 8907 (2nd)	IHB 8715	1000	GM-EMD	NW2	B-B	62,075	248,300	1948	
ES-12m	PCT 8911-8921	NYC 8911-8921	1200	GM-EMD	SW7	B-B	61,850	247,400	1951	
ES-12m	PCT 8922-8925; 8926 (1st); 8927-8928	NYC 8922-8928	1200	GM-EMD	SW9	B-B	61,725	246,900	1951	5
ES-12	PCT 8926 (2nd)	IHB 8797	1000	GM-EMD	NW2	B-B	61,625	246,500	1940	
ES-12m	PCT 8929-8930	NYC 8929-8930	1200	GM-EMD	SW9	B-B	61,650	246,600	1951	
ES-12m	PLE 8931-8940	PLE 8931-8940	1200	GM-EMD	SW9	B-B	61,750	347,000	1951	
ES-12	PCT 8941-8951	NYC 8944-8951	1200	GM-EMD	SW9	B-B	61,700	246,800	1952	
ES-12m	PLE 8952-8961	PLE 8952-8961	1200	GM-EMD	SW9	B-B	61,750	247,000	1952	
ES-12m	PCT 8962-8989	NYC 8962-8989	1200	GM-EMD	SW9	B-B	61,700	246,800	1953	
ES-12	PCT 8990-9001	NYC 8990-9001	1200	GM-EMD	SW9	B-B	61,625	246,500	1953	
ES-12m	IHB 9002-9008		1200	GM-EMD	SW9	B-B	61,600	246,400	1953	
ES-12	PCT 9009-9034	PRR 7909-7934	1200	GM-EMD	SW1299	B-B	61,600	246,250	1957-8	
ES-12	PCT 9035-9041	PRR 9365-9367, 9364,9382-9383-9381	1200	GM-EMD	SW7	B-B	61,600	246,250	1950	
ES-12	PCT 9042-9044	PRR 8542-8544	1200	GM-EMD	SW9	BB	61,600	246,250	1953	
ES-12	PCT 9045-9049	PRR 9385-8394, 9393-9395	1200	GM-EMD	SW7	B-B	61,600	246,250	1950	
ES-12	PCT 9050-9058	PRR 7900-7908	1200	GM-EMD	SW1200	B-B	61,600	246,250	1957	
ES-12	PCT 9059-9060	PRR 8859-8860	1200	GM-EMD	SW9	B-B	61,600	246,250	1951	
ES-12	PCT 9061-9067	PRR 8861-8867	1200	GM-EMD	SW7	B-B	61,600	246,250	1951	
ES-12	PCT 9068-9074; 9075 (qst); 9076-9080	PRR 9368,9389-9392,9373-9380	1200	GM-EMD	SW7	B-B	61,600	246,250	1950	47
ES-12	PCT 9075 (2nd)	PCT 8754	1000	GM-EMD	NW2	B-B	61,900	247,600	1948	
ES-12m	PCT 9081-9083	PRR 9386-9388	1200	GM-EMD	SW7	B-B	61,600	246,250	1950	
ES-12m	PCT 9084-9093	PRR 9358-9363, 9369-9372	1200	GM-EMD	SW7	B-B	61,600	246,250	1950	
ES-12m	PCT 9094	PRR 8868	1200	GM-EMD	SW7	B-B	61,600	246,250	1951	
ES-12m	PCT 9095-9096	PRR 8869-8870	1200	GM-EMD	SW9	B-B	61,600	246,250	1951	
ES-12m	PCT 9097-9098	PRR 8871-8872	1200	GM-EMD	SW7	B-B	61,600	246,250	1950	
ES-12m	PCT 9099	? ?	1200	GM-EMD	?	B-B	61,500	246,000	?	
ES-12m	PCT 9100	PCT 8654	1000	GM-EMD	NW2	B-B	62,000	248,050	1947	66
ES-12m	PCT 9010	PCT 8696	1000	GM-EMD	NW2	B-B	61,500	246,000	1948	66
ES-12m	PCT 9102-9105	PCT 8676,8673, 8667, ?	1000	GM-EMD	NW2	B-B	62,000	248,050	1948	66
ES-12m	PCT 9016	PCT 8794	1000	GM-EMD	NW2	B-B	61,600	246,500	1940	66
ES-12m	PCT 9107	? ?	1200	GM-EMD	?	B-B	61,800	247,000	?	
ES-12m	PCT 9108	? ?	1200	GM-EMD	?	B-B	61,900	247,600	?	
ES-12m	PCT 9109-9111	? ?	1200	GM-EMD	?	B-B	62,000	248,050	?	
ES-12m	PCT 9113-9122	PRR 8513-8522	1200	GM-EMD	SW9	B-B	61,600	246,250	1952-3	
ES-12m	PCT 9123-9128	PRR 8523-8528	1200	GM-EMD	SW9	B-B	61,600	246,250	1952	
ES-12m	PCT 9129-9132; 9133 (1st); 9134-9136	PRR 8529-8536	1200	GM-EMD	SW9	B-B	61,600	246,250	1953	47
ES-12m	PCT 9133 (2nd)	PCT 8704	1000	GM-EMD	NW2	B-B	62,200	248,600	1946	
ES-12m	PCT 9137-9141	PRR 8537-8541	1200	GM-EMD	SW9	B-B	61,600	246,250	1952	
ES-12m	PCT 9150	PCT 9075 (1st)	1200	GM-EMD	SW7	B-B	61,600	246,250	1950	47
ES-12m	PCT 9151-9152	PCC 8668,8661	1000	GM-EMD	NW2	B-B	60,000	248,050	1948	47
ES-12m	PCT 9153	PCT 9133 (1st)	1200	GM-EMD	SW9	B-B	61,600	246,250	1953	47
ES-12m	PCT 9154-9155	PCT 8663,8660	1000	GM-EMD	NW2	B-B	62,000	248,050	1948	47
ES-12m	PCT 9156	PCT 8686	1000	GM-EMD	NW2	B-B	61,500	246,000	1948	47
ES-12m	PCT 9157	PCT 8657	1000	GM-EMD	NW2	B-B	62,000	248,050	1948	47
ES-12m	PCT 9158-9161	IHB 8733,8735, 8736,8737	1000	GM-EMD	NW2	B-B	62,075	248,300	1948	47
ES-12m	PCT 9162	IHB 8781	1000	GM-EMD	NW2	B-B	61,750	247,000	1949	47
ES-12m	PCT 9163	IHB 8793	1000	GM-EMD	NW2	B-B	61,625	246,500	1950	47
ES-12m	PCT 9164	IHB 8820	1000	GM-EMD	NW2	B-B	61,750	247,000	1949	47
ES-12m	PCT 9165	PCT 8700	1000	GM-EMD	NW2	B-B	61,900	247,600	1946	47
ES-12m	PCT 9166	PCT 8804	1000	GM-EMD	NW2	B-B	61,750	247,000	1949	47
ES-12m	PCT 9167	PCT 8702	1000	GM-EMD	NW2	B-B	61,900	247,600	1946	47
ES-12m	PCT 9168	PCT 8764	1000	GM-EMD	NW2	B-B	61,900	247,600	1948	47
ES-12m	PCT 9169	PCT 8655	1000	GM-EMD	NW2	B-B	62,000	248,050	1948	47
ES-12m	PCT 9170	PCT 8810	1000	GM-EMD	NW2	B-B	61,750	247,000	1949	47
ES-12m	PCT 9171	PCT 8677	1000	GM-EMD	NW2	B-B	60,000	248,050	1941	47
ES-12m	PCT 9172	PCT 8647	1000	GM-EMD	NW2	B-B	62,000	248,050	1948	47
ES-12m	PCT 9173	PCT 8651	1000	GM-EMD	NW2	B-B	62,000	248,050	1945	47
ES-12m	PCT 9174	PCT 8672	1000	GM-EMD	NW2	B-B	60,000	248,050	1948	47
ES-12m	PCT 9175	PCT 8703	1000	GM-EMD	NW2	B-B	61,900	247,600	1946	47
ES-12m	PCT 9176	PCT 8671	1000	GM-EMD	NW2	B-B	60,000	248,050	1948	47
ES-12m	PCT 9177	PCT 8695	1000	GM-EMD	NW2	B-B	61,500	246,000$1948		
ES-12m	PCT 9178-99179	? ?	?	GM-EMD	?	B-B	61,900	247,600	?	
ES-12m	PCT 9180-9189	NH 640-649	1200	GM-EMD	SW1200	B-B	61,400	245,700	1956	
ES-12m	PCT 9190-9199	NH 650-659	1200	GM-EMD	SW1200	B-B	61,400	245,700	1956	
ES-15m	IHB 9200-9207	—	1500	GM-EMD	SW1500	B-B	?	?	1966	
ES-15m	IHB 9208-9215	—	1500	GM-EMD	SW1500	B-B	?	?	1967	
ES-15m	IHB 9216-9221	—	1500	GM-EMD	SW1500	B-B	?	?	1968	52

Five PC GP-38's haul 153-car train through Norwood, N.J., in '71.

John P. Locke, 35 Woodcliff Ave., Woodcliff Lake, N.J. 07675

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
ES-15m	IHB 9222	—	1500	GM-EMD	SW1500	B-B	?	?	1970	51
ES-15m	IHB 9223-9227	—	1500	GM-EMD	SW1500	B-B	61,800	247,140	1970	50
ES-15m	PCT 9223-9227	IHB 9223-9227	1500	GM-EMD	SW1500	B-B	61,800	247,140	1970	
ES-15m	PLE 9280-	289	—	1500	GM-EMD	SW1500	B-B	?	?	?
AS-6	PCT 9300	NYC 811	660	Alco-GE	S1	B-B	49,000	196,000	1940	54
AS-6	PCT 9301,9303, 9305	NYC 812,814, 816	660	Alco-GE	S1	B-B	50,125	200,500	1942	54
AS-6	PCT 9307,9309-9312	NYC 819,821, 823-824,826	660	Alco-GE	S1	B-B	50,125	200,500	1943	4,54
AS-6	PCT 9313-9318	NYC 827,834	660	Alco-GE	S1	B-B	49,500	198,000	1944	54
AS-6	PCT 9323-9326,	NYC 842,844-846,	660	Alco-GE	S1	B-B	49,500	198,000	1944	54,65
AS-6	PCT 9329,9330, 9333	NYC 849-850, 855	660	Alco-GE	S1	B-B	49,400	197,600	1945	54
AS-6	PCT 9334-9338	NYC 857,859-860, 862-863	660	Alco-GE	S1	B-B	49,400	197,600	1945	54,70
AS-6	PCT 9340	NYC 864	660	Alco-GE	S1	B-B	49,250	197,000	1950	
AS-6	PCT 9345-9347	NYC 870-871,873	660	Alco-GE	S1	B-B	49,250	197,000	1950	
AS-6	PCT 9348-9362	NYC 874-878,881-886,888-891	660	Alco-GE	S3	B-B	49,100	196,400	1950	
AS-6	PCT 9363,9365-9366,9368-9369	NYC 892-895,897, 900-901	660	Alco-GE	S3	B-B	49,100	196,400	1950	4
AS-6	PCT 9370-9371	NYC 902-903	660	Alco-GE	S3	B-B	49,100	196,400	1950	
AS-6	PCT 9372-9376	NYC 904-905,907, 910-911	660	Alco-GE	S3	B-B	49,350	197,400	1951	4
AS-6	PCT 9377-9380	NYC 912-915	660	Alco-GE	S3	B-B	49,350	197,400	1951	4
AS-6	PCT 9382	NYC 956	660	Alco-GE	S1	B-B	53,550	214,200	1941	54
AS-6m	PCT 9383-9385	NYC 818,822,825	660	Alco-GE	S1	B-B	50,125	200,500	1942-3	54
AS-6m	PCT 9388	NYC 838	660	Alco-GE	S$	B-B	49,500	198,000	1944	54
AS-6m	PCT 9389,9391	NYC 839,843	660	Alco-GE	S1	B-B	49,500	198,000	1944	54,70
AS-6m	PCT 9392	NYC 852	660	Alco-GE	S1	B-B	49,400	197,600	1945	54
AS-6m	PCT 9393-9394	NYC 856,858	660	Alco-GE	S1	B-B	49,400	197,600	1945	54
AS-6m	PCT 9395-9397	NYC 879,880,887	660	Alco-GE	S3	B-B	49,100	196,400	1950	
AS-6m	PCT 9398,9400	NYC 893,898	660	Alco-GE	S3	B-B	49,100	196,400	1950	4
AS-6m	PCT 9401-9403	NYC 906,908-909	660	Alco-GE	S3	B-B	49,350	197,400	1951	
AS-6m	PCT 9404	NYC 950	660	Alco-GE	S1	B-B	54,300	217,200	1940	54
AS-6m	PCT 9405-9410	NYC 951-955,957	660	Alco-GE	S1	B-B	53,550	214,200	1941	54
AS-6	PCT 9411	NH 0924	660	Alco	HH 660	B-B	49,000	196,000	1940	
AS-6	PCT 9412-9415	NH 0935-0937, 0940	660	Alco-GE	S1	B-B	49,500	198,000	1941	
AS-6	PCT 9416-9421	NH 0944-0947, 0949-0950	660	Alco-GE	S1	B-B	49,500	198,000	1942	
AS-6	PCT 9422-9428	NH 0952-0953, 0955,0957-0960	660	Alco-GE	S1	B-B	49,500	198,000	1943	4
AS-6	PCT 9429-9435	NH 0961-0963, 0965-0968	660	Alco-GE	S1	B-B	49,500	198,000	1944	70,72
AS-6	PCT 9436	NH 0970	660	Alco-GE	S1	B-B	49,500	198,000	1944	
AS-6	PCT 9437-9440	PRR 9237-9240	660	Alco-GE	S1	B-B	50,600	202,400	1949	
AS-6	PCT 9441-9446	PRR 9241-9246	660	Alco-GE	S1	B-B	50,600	202,400	1949	
AS-6	PCT 9447-9449	NH 0972-0974	660	Alco-GE	S1	B-B	49,500	198,000	1947	70
AS-6	PCT 9450	PRR 9100	660	Alco-GE	S1	B-B	?	?	1949	
AS-6	PCT 9451-9453	PRR 9101-9103	660	Alco-GE	S1	B-B	?	?	1949	75
AS-6	PCT 9454-9456	PRR 5954-5945	660	Alco-GE	S1	B-B	49,900	199,550	1947	
AS-6	PCT 9457-9458	NH 0975-0976	660	Alco-GE	S1	B-B	49,500	198,000	1947	
AS-6	PCT 9459	NH 0977	660	Alco-GE	S1	B-B	49,500	198,000	1948	
AS-6	PCT 9461-9462	PRR 5661-5662	660	Alco-GE	S1	B-B	49,900	199,550	1950	
AS-6	PCT 9463,9465-9468	PRR 5663,5665-5668	660	Alco-GE	S1	B-B	49,900	199,550	1950	
AS-6	PCT 9469-9470	PRR 5669-5670	660	Alco-GE	S1	B-B	49,900	199,550	1950	
AS-6	PCT 9473-9474	PRR 8873-8874	660	Alco-GE	S3	B-B	49,900	199,550	1950	
AS-6	PCT 9475-9485	PRR 8875-8885	660	Alco-GE	S3	B-B	49,900	199,550	1950-1	
AS-6	PCT 9486-9491	NH 0978-0983	660	Alco-GE	S1	B-B	49,500	198,000	1948	4
AS-6	PCT 9492-9495	NH 0985-0986, 0088-0989	660	Alco-GE	S1	B-B	49,500	198,000	1948	
AS-6	PCT 9496-9499	NH 0991-0992, 0994-0995	660	Alco-GE	S1	B-B	49,500	198,000	1949	

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
ES-15m	PCT 9500-9509	—	1500	GM-EMD	SW1500	B-B	61,500	246,000	1971	
ES-15m	PCT 9510-9559	—	1500	GM-EMD	SW1500	B-B	61,500	246,000	1972	
ES-15m	PCT 9560-9583	—	1500	GM-EMD	SW1500	B-B	61,500	246,000	1973	
AS-10	PCT 9600; 9601 (1st); 9602-9603	NYC 8500-8503	1000	Alco-GE	S2	B-B	57,600$230,400			
AS-10	PCT 9601 (2nd)	PCT 9815	1000	Alco-GE	S4	B-B	?	?	1952	
AS-10	PCT 9604	NYC 8504	1000	Alco-GE	S2	B-B	457,600	230,400	1943	
AS-10	PCT 9605	NYC 8505 (2nd)	1000	Alco-GE	S2	B-B	?	?	1948	56,70
AS-10	PCT 9606	NYC 8506	1000	Alco-GE	S2	B-B	57,600	230,400	1943	
AS-10	PCT 9607	NYC 8508	1000	Alco-GE	S2	B-B	57,600	230,400	1944	
AS-10	PCT 9608	NYC 8509	1000	Alco-GE	S2	B-B	57,600	230,400	1944	
AS-10	PCT 9609	NYC 8511	1000	Alco-GE	S2	B-B	57,350	229,400	1944	4
AS-10	PCT 9610-9611	NYC 8513,8517	1000	Alco-GE	S2	B-B	57,350	229,400	1944	
AS-10	PCT 9613-9614	NYC 8521,8524	1000	Alco-GE	S2	B-B	57,350	229,400	1944	
AS-10	PCT 9615-9618	NYC 8525,8529-8530,8532	1000	Alco-GE	S2	B-B	57,350	229,400	1945	
AS-10	PLE 9619,9621	PLE 8537-8539	1000	Alco-GE	S2	B-B	58,125	232,500	1948	
AS-10	PLE 9622-9627	PLE 8540,8542-8545,8549	1000	Alco-GE	S2	B-B	57,575	230,300	1949	60,70
AS-10	PCT 9628-9629, 9631-9640	NYC 8550-8551, 8556-8565	1000	Alco-GE	S2	B-B	57,550	230,200	1949	7,72
AS-10	PCT 9641-9645	NYC 8566-8570	1000	Alco-GE	S2	B-B	57,125	228,500	1950	70
AS-10	PCT 9646-9658	NYC 8571-8580, 8582-8584	1000	Alco-GE	S2	B-B	57,125	228,500	1950	70,72
AS-10	PCT 9660-9662	NYC 8586,8588-8589	1000	Alco-GE	S2	B-B	57,125	228,500	1950	
AS-10	PCT 9663	NYC 8590	1000	Alco-GE	S4	B-B	59,750	239,000	1952	
AS-10	PCT 9664-9682, 9685-9690	NYC 8591-8597, 8599-8610, 8613-8618	1000	Alco-GE	S4	B-B	59,750	239,000	1952	4
AS-10	PCT 9691-9703	NYC 9619-8622, 8624-8632	1000	Alco-GE	S4	B-B	59,750	239,000	1952	
AS-10	PCT 9704-9705	NYC 851,869 (2nd)	1000	Alco-GE	S2	B-B	57,600	230,400	1947	59
AS-10m	PCT 9706	NYC 8507 (2nd)	1000	Alco-GE	S2	B-B	57,600	230,400	1947	59
AS-10m	PCT 9706	NYC 8507	1000	Alco-GE	S2	B-B	57,600	230,400	1944	
AS-10m	PCT 9707-9708	NYC 8510,8512	1000	Alco-GE	S2	B-B	57,350	229,400	1944	70,72
AS-10m	PCT 9709-9713	NYC 8514-8516, 8518-8519	1000	Alco-GE	S2	B-B	57,350	229,400	1944	
AS-10m	PCT 9714-9715	NYC 8522-8523	1000	Alco-GE	S2	B-B	57,350	229,400	1944	
AS-10m	PCT 9716-9721	NYC 8526-8528, 8531,8533-8534	1000	Alco-GE	S2	B-B	57,350	229,400	1945	
AS-10m	PCT 9722	NYC 8535	1000	Alco-GE	S2	B-B	57,500	230,000	1946	
AS-10m	PCT 9723	NYC 8536	1000	Alco-GE	S2	B-B	57,500	230,000	1946	
AS-10m	PCT 9724-9726	NYC 8553-8555	1000	Alco-GE	S2	B-B	57,550	230,200	1949	
AS-10m	PCT 9727	NYC 8581	1000	Alco-GE	S2	B-B	57,125	228,500	1950	
AS-10m	PCT 9728	NYC 8587	1000	Alco-GE	S2	B-B	57,125	228,500	1950	
AS-10m	PCT 9729	NYC 8598	1000	Alco-GE	S4	B-B	59,750	239,000	1952	
AS-10m	PCT 9730	NYC 8623	1000	Alco-GE	S4	B-B	59,750	239,000	1952	
AS-10m	PCT 9731-9732	NYC 8541,8548	1000	Alco-GE	S2	B-B	57,575	230,300	1949	61
AS-10m	PCT 9733-9743	NYC 8633-8643	1000	Alco-GE	S4	B-B	57,650	230,600	1953	61
AS-10m	PCT 9744-9746, 9748,9751-9753,9756-9763,9765-9766	NYC 8644-8646, 8648,8651-8653,8656-8663,8665-8666	1000	Alco-GE	S4	B-B	57,650	230,600	1953	4,61
AS-10m	PCT 9768-9777	PRR 8498-8499, 8490-8497	1000	Alco-GE	S4	B-B	58,400	233,750	1952	
AS-10	PCT 9778-9784	PRR 9278-9284	1000	Alco-GE	S2	B-B	58,400	233,750	1949	70
AS-10	PCT 9785	PRR 5655	1000	Alco-GE	S2	B-B	58,400	233,750	1950	
AS-10	PCT 9786-9787	PRR 9286-9287	1000	Alco-GE	S2	B-B	58,400	233,750	1949	
AS-10	PCT 9788-9799	PRR 8888-8899	1000	Alco-GE	S4	B-B	58,400	233,750	1950	62,70
AS-10	PCT 9800-9801	PRR 8900-8901	1000	Alco-GE	S4	B-B	58,400	233,750	1951	
AS-10	PCT 9802	PRR 5660	1000	Alco-GE	S2	B-B$58,400	233,750	1950		
AS-10	PCT 8903	PRR 8886	1000	Alco-GE	S4	B-B	?	0	1950	
AS-10	PCT 9804	PRR 9204	1000	Alco-GE	S2	B-B	58,400	233,750	1948	
AS-10	PCT 9805-9809	PRR 9105-9109	1000	Alco-GE	S2	B-B	58,400	233,750	1949	70
AS-10	PCT 9810	PRR 5650	1000	Alco-GE	S2	B-B	?	?	1950	
AS-10	PCT 9811-9814	PRR 5651-5654	1000	Alco-GE	S2	B-B	58,400	233,750	1950	
AS-10	PCT 9815	PRR 8487	1000	Alco-GE	S4	B-B	?	?	1952	30
AS-10	PCT 9816	PRR 5646	1000	Alco-GE	S2	B-B	?	?	1950	
AS-10	PCT 9817	PRR 8887	1000	AlcoaGE	S4	B-B	58,400	233,750	1950	
AS-10	PCT 9818-9819	PRR 5648-5649	1000	Alco-GE	S2	B-B	?	?	1950	
AS-10	PCT 9820-9821	PRR 5930-5931	1000	Alco-GE	S2	B-B	?	?	1948	4
AS-10	PCT 9822-9823	PRR 8488-8489	1000	Alco-GE	S4	B-B	?	?	1952	
AS-10	PCT 9824-9825	PRR 5644-5645	1000	Alco-GE	S2	B-B	58,400	233,750	1950	
AS-10	PCT 9826-9829	PRR 5926-5929	1000	Alco-GE	S2	B-B	58,400	233,750	1948	
AS-10	PCT 9830-9832	PRR 8430-8432	1000	Alco-GE	S4	B-B	58,400	233,750	1954	70
AS-10	PCT 9833-9834	PRR 8433-8434	1000	Alco-GE	S4	B-B	58,400	233,750	1954	
AS-10	PCT 9836-9839	PRR 5656-5659	1000	Alco-GE	S2	B-B	58,400	233,750	1950	
AS-10	PCT 9841-9842	PRR 5641-5642	1000	Alco-GE	S2	B-B	58,400	233,750	1950	
AS-10a	PCT 9844-9849	PRR 8424-8429	1000	Alco Pr.	T6	B-B	50,700	242,650	1958	
AS-10	PCT 9850-9852	NH 0600-0601, 0603	1000	Alco-GE	S2	B-B	57,500	230,000	1943	70,71
AS-10	PCT 9853-9854	NH 0606,0608	1000	Alco-GE	S2	B-B	57,500	230,000	1944	
AS-10	PCT 9855-9859	NH 0609-0610, 0615-0616, 0618	1000	Alco-GE	S2	B-B	57,500	230,000	1944	

Railroad Class	Road Numbers	Former Numbers	HP	Builder	Model	Wheel Arngt.	Tract. Effort	Weight	Date Built	Notes
AS-10	PCT 9860	NH 0621	1000	Alco-GE	S2	B-B	57,500	230,000	1944	
ARS-10	PCT 9900	NYC 8100	1000	Alco-GE	RS-1	B-B	61,700	246,800	1948	4
ARS-10	PCT 9901-9905	NYC 8101-8105	1000	Alco-GE	RS-1	B-B	60,800	243,200	1948	
ARS-10	PCT 9906-9908	NYC 8106-8108	1000	Alco-GE	RS-1	B-B	60,800	243,200	1948	
ARS-10	PCT 9909-9911	NYC 8109-8111	1000	Alco-GE	RS-1	B-B	60,250	241,000	1950	4
ARS-10	PCT 9912-9913	NYC 8112-8113	1000	Alco-GE	RS-1	B-B	60,000	240,000	1950	
ARS-10	PCT 9914-9915	PRR 8485-8486	1000	Alco-GE	RS-1	B-B	61,400	245,650	1952	
ARS-10	PCT 9916	PRR 5906	1000	Alco-GE	RS-1	B-B	?	?	1948	4
ARS-10	PCT 9917	PRR 8857	1000	Alco-GE	RS-1	B-B	62,300	249,350	1951	
ARS-10	PCT 9918	PRR 8858	1000	Alco-GE	RS-1	B-B	?	?	1951	
ARS-10	PCT 9919-9920	PRR 5619-5620	1000	Alco-GE	RS-1	B-B	560,500	242,050	1950	
ARS-10	PCT 9921-9924	PRR 5621-5624	1000	Alco-GE	RS-1	B-B	60,500	242,050	1950	4
ARS-10	PCT 9925-9927	PRR 5625-5627	1000	Alco-GE	RS-1	B-B	?	?	1950	4
ARS-10	PCT 9930-9931	PRR 5630-5631	1000	Alco-GE	RS-1	B-B	60,500	242,050	1950	
ARS-10	PCT 9932-9936	PRR 5632-5636	1000	Alco-GE	RS-1	B-B	60,500	242,050	1950	4
ARS-10	PCT 9937-9940	PRR 5637-5640	1000	Alco-GE	RS-1	B-B	60,500	242,050	1950	4
ARS-10	PCT 9941-9945	NH 0663-0665, 0667	1000	Alco-GE	RS-1	B-B	60,750	243,000	1948	4
ARS-10	PCT 9946	NH 0671	1000	Alco-GE	RS-1	B-B	60,750	243,000	1948	
AERS-12	PCT 9950	PCT 5477	1600	Alco-GE	RS-3	B-B	62,200	248,600	1950	63
AERS-12	PCT 995$	PCT 5230	1600	Alco-GE	RS-3	B-B	62,200	248,500	1950	63
AERS-12	PCT 9952	PCT 5240	1600	Alco-GE	RS-3	B-B	64,700	258,800	1951	63
AERS-12	PCT 9953	PCT 5242	1600	Alco-GE	RS-3	B-B	62,100	248,300	1951	63
AERS-12	PCT 9954	PCT 5227	1600	Alco-GE	RS-3	B-B	62,100	248,500	1950	63
AERS-12	PCT 9955	PCT 5526 (2nd)	1600	Alco-GE	RS-3	B-B	62,200	248,600	1950	63
AERS-12	PCT 9956	PCT 6570	1600	Alco-GE	RS-3	B-B	62,100	248,250	1952	63
AERS-12	PCT 9957	PCT 5342	1600	Alco-GE	RS-3	B-B	62,650	250,600	1952	63
AERS-12	PCT 9958	PCT 5360	1600	Alco-GE	RS-3	B-B	64,800	259,250	?	63
AERS-12	PCT 9959	PCT 5400	1600	Alco-GE	RS-3	B-B	62,100	248,250	1955	63
AERS-12	PCT 9960	PCT 5589	1600	Alco-GE	RS-3	B-B	61,975	247,900	1951	63
AERS-12	PCT 9961	PCT 5228	1600	Alco-GE	RS-3	B-B	62,125	248,500	1950	63
AERS-12	PCT 9962	PCT 5487	1600	Alco-GE	RS-3	B-B	61,650	246,600	?	63
AERS-12	PCT 9963	PCT 5257	1600	Alco-GE	RS-3	B-B	62,125	248,500	1951	63
AERS-12	PCT 9964	PCT 5243	1600	Alco-GE	RS-3	B-B	62,075	248,300	1951	63
AERS-12	PCT 9965	PCT 5241	1600	Alco-GE	RS-3	B-B	62,075	248,300	1951	63
AERS-12	PCT 9966	PCT 5318	1600	Alco-GE	RS-3	B-B	62,200	248,800	1952	63
AERS-12	PCT 9967	PCT 5555	1600	Alco-GE	RS-3	B-B	64,800	259,250	1951	63
AERS-12	PCT 9968	PCT 5333	1600	Alco-GE	RS-3	B-B	62,650	250,600	1952	63
AERS-12	PCT 9969	PCT 5288	1600	Alco-GE	RS-3	B-B	61,950	247,800	1951	63
AERS-12	PCT 9970	PCT 5403	1600	Alco-GE	RS-3	B-B	62,100	248,250	1955	63
AERS-12	PCT 9971	PCT 5238	1600	Alco-GE	RS-3	B-B	62,075	248,300	1951	63
AERS-12	PCT 9972	PCT 5464	1600	Alco-GE	RS-3	B-B	62,100	248,250	1952	63
AERS-12	PCT 9973	PCT 5532	1600	Alco-GE	RS-3	B-B	62,200	248,600	1950	63
AERS-12	PCT 9974	PCT 5328	1600	Alco-GE	RS-3	B-B	62,650	250,600	1952	63
GS-4	PCT 9999	PRR 9353	400	GE	44 ton	B-B	22,100	88,200	1949	

Numbered Notes in the Penn Central Roster

(1) The following were renumbered: 1009, 1102, 1104, 1108, 1110-1111, 1113, 1119, 1045, 1049-1052, 1054-1055, 1061, 1063, 1067-1069, 1071, 1073, 1075-1076, 1080-1084, 1086, 1089, 1091, and 1098-1099, their new numbers being 1300, 1302, 1304, 1310-1311, 1313, 1319, 1345, 1349-1352, 1354-1355, 1361, 1363, 1367-1369, 1371, 1373, 1375-1376, 1386, 1380-1384, 1386, 1389, 1391, 1398-1399. The following did not receive new numbers: 1052, 1063, 1067-1068, 1119, 1112.

(2) 1062, 1066, 1118 were sold to Alco Products.

(3) These units were sold to GE: 1046-1048, 1052-1053, 1056-1060, 1063, 1065, 1067-1068, 1070, 1072, 1077-1079, 1085, 1087-1088, 1090, 1092-1097, 1100-1101, 1103, 1105-1109, 1112, 1114-1117, 1120-1123, 1300, 1308, 1310, 1345, 1349-1350, 1361, 1380, 1384, 1386, 3323-3324, 3331, 3341-3342, 3345-3346, 3355-3357, 3362, 3364-3365, 3372, 5401 (2nd), 5461 (2nd), 5569 (2nd), 1302, 1330-1331, 1333, 3393, 5203, 5256, 5262, 5295, 5299, 5301, 5308, 5312, 5314, 5317, 5322, 5330, 5345, 5361, 5420, 5421, 5446, 5448, 5451, 5457, 5466, 5471, 5482, 5517, 5519, 5522, 5529, 5531, 5549, 5552, 5554, 5564, 5568, 5572, 5309, 5523, 5529, 5488.

(4) These following units were sold to GM-EMD: 1410, 1422, 1444, 1451, 1457, 1464, 1469, 1475, 1476, 1485, 1488, 1500, 1503, 1505, 1511, 1523, 1524, 7924 (1st), 7942 (1st), 7995 (1st), 8216, 8237, 8330 (1st), 8339 (1st), 8342 (1st), 7950 (1st), 7990 (1st), 8041 (1st), 8067 (1st), 8074 (1st), 8080-8081 (1st), 8089 (1st), 8117 (1st).

8122 (1st), 8135 (1st), 8153 (1st), 8167, 8170, 8207, 8303 (1st), 8311 (1st), 8315 (1st), 8326 (1st), 9426, 9488, 9376, 9380, 9674, 9680, 9749, 9761, 9900, 9909, 9916, 9922, 9927, 9935, 9940, 9690, 9609, 9943, 8297, 8310 (2nd), 8314 (2nd), 8331, 8385, 9310, 9369, 9398, 9810.

(5) These have been scrapped: 1064, 2020, 2352, 2384, 2537, 5419 (2nd), 5620 (1st), 5631 (1st), 5672 (1st), 5763, 5779, 5796, 5798, 5901, 5991, 7800 (1st), 7807-7808 (1st), 7811 (1st), 7819 (1st), 7823 (1st), 7833 (1st), 7838 (1st), 7840 (1st), 7842 (1st), 7849 (1st), 7852-7853 (1st), 7856 (1st), 7864 (1st), 7866 (1st), 7871-7873 (1st), 7875 (1st), 8926 (1st), 8605 (1st).

(6) NYC 1056 (2nd), 1110 (2nd), 1119 (2nd) were originally NYC 1031 (1st), 1033 (1st), 1000 (1st) then 1056 (2nd), 1110 (2nd), 1119 (2nd).

1643 sold to Louisville & Nashville, renumbered 800 (3rd), but is no longer on L&N roster.

(8) NYC 1698 (2nd) was originally NYC 1660 (1st), then NYC 1698 (2nd).

(9) Denver & Rio Grande Western 5712, 5721, 5733, 5754 were sold to PCT, renumbered 712, 721, 733, 754; then renumbered PCT 3478, 1878, 3478, 1879.

(10) PCT 2399 was originally GM-EMD 5661, then GM-EMD 1964, then NYC 6155 (1165), then NYC 2399, then PCT 2399.

(11) 2415 was built using electrical equipment from Alco demonstrator 640-1.

(12) 2956-2970 were ordered as Chicago, Rock Island & Pacific 4510-4524.

(13) NYC 3322 (1st) was renumbered NYC 3368 (2nd), then PCT 3368.

(14) NYC 4003, 4020 rebuilt to E8A's. The following were sold to National Belt Passenger Corp.: PCT 4036, 4038, 4043-4044, 4047, 4049, 4051, 4055, 4057, 4060-4061, 4246-4248, 4240, 4251-4258, 4260-4262, 4264-4266, 4268-4269, 4273-4277, 4273, 4279, 4281-4282, 4284, 4286-4294, 4296-4297, 4299-4304l 4306-4308, 4310, 4312-4317, 4319, renumbered 255-324.

NRPC 255-258, 260-261, 263, 269, 274-275, 281, 286, 289-290, 294, 306, 309, 320-321, 324 were sold to Union Minerals. NRPC 277 renumbered NRPC 447, NRPC 280 r 448. NRPC 291 r 403. NRPC 302 r 449. NRPC 278-279, 282, 296-298, 323 were set aside. NRPC 284, 288, 305, 315, 317 were rebuilt to head end power units and renumbered NRPC 495-499. NRPC 304, 312 have been approved for retirement.

(15) 4101, 4105 sold to Precision Engineering.

(16) 4434-4459 are classed E-44a with 5000 hp.

(17) Virginian 131-141, 130 were renumbered Norfolk & Western 231-241, 230; then New York, New Haven & Hartford 300-311 (2nd); then PCT 4600-4610.

(18) Cleveland Union Terminals 1050-1071 renumbered CUT 200-221 (8/36); then rebuilt for third-rail service in New York City area and renumbered NYC 240, 241, 228, 242, 229, 237, 223, 239, 238, 230, 231, 235, 226, 233, 227, 225, 236, 224, 222, 232, 220 not rebuilt, 234. PCT 4632, 4642 scrapped as NYC 232, 242.

(19) NYC 1155-1180 renumbered NYC 255-280.

(20) NYC 3401-3434 renumbered 3201-3234 (1908); then 1101-1134 (1913); then 101-134 (1963). All originally had 1-D-1 wheel arrangement.

(21) PRR 3910, 3912-3913, 3919 were originally d-c, 2-unit locomotives classed BB-1, then converted to a-c and separated into single units and classed B-1. PRR 5685, 5687, 5690, 5693, 5694 were originally two-unit locos classed BB-1, then separated into single-unit locos and reclassed B-1.

(22) PCT 4902, 4905, 4931 renumbered NRPC 902 (1st), 908 (1st), 931; then NRPC 905, 909, 924. PCT 4892, 4897, 4899-4901, 4903, 4906-4907, 4910-4914, 4916, 4918-4920, 4924-4926, 4928-4929, 4932-4933 (1st), 4937-4938 (1st) renumbered NRPC 900-901, 902 (wnd), 930-904, 906-907, 908 (2nd), 910-923, 925-926.

(23) PCT 4904-4905, 4909, 4915, 4917, 4921-4923, 4927 renumbered PCT 4930-4934 (2nd), 4936-4938 (2nd), 4939.

(24) GM-EMD 2000-2001 renumbered NYNH&H 2000-2001, (1 .57), then PCT 5000-5001.

(25) P&LE 8355, 8377, 8353, 8356 renumbered NYC 8203 (2nd), 8205 (2nd), 8235 (2nd), 8301 (2nd); then PCT 5203, 5205, 5235, 5301.

(26) NYC 8211 renumbered NYC 8229 (2nd), then PCT 5229.

(27) 5419 (1st) renumbered 5424 (2nd). 5424 (1st) renumbered 5447 (2nd). 5447 (1st) renumbered 5419 (2nd.

(28) 5500's were reclassed ARS-16 when steam generators were removed. No class ARS-16s locos remain.

(29) 5461 (1st), 5569 (1st), 5401 (1st) were sold to the Lehigh Valley, renumbered 210-212 (2nd).

(30) NYC 5813-5817 renumbered NYC 5631 (2nd), 6020 (2nd), 5969 (2nd), 5980 (2nd), 5672 (2nd). 5686 r 5620 (2nd). 5757 r 5752 (2nd). 5850 r 5884 (2nd). 5857 (1st) r 5885 (2nd). 5862 r 5886 (2nd). 5864 r 5888 (2nd). 5882 (1st) r 5887 (2nd). 5885 (1st) r 5857 (2nd). 5887 (1st) r 5882 (2nd). 5951 r 5954 (1st) then 5893 (1st). 5864 r 5888 (2nd).

5904 r 5766. 5906-5908 r 5768-5770. 5910-5911 r 5772-5773. 5913 r 1775. 5915 r 5783. 5918-5919 r 5789-5790. 7501 r 7329. 7503-7504 r 7331-7332. 7507 r 7335, 7509-7511 r 7337-7339, 7531 r 7271, 7537 r 7277, 7540-7541 r 7280-7281, 7544 r 7284. 7550-7552 r 7290-7292, 7515-7516 r 7343-7344, 7518 r 7347.

NYC 5970 r NYC 6056 (2nd). NYC 5610 r NYC 6052 (2nd). NYC 5763 r NYC 5948 (2nd). 7800 (1st) r 7871 (2nd), 7803 (1st) r 7873 (2nd), 7805 (1st) r 7885 (1st), 7809 (1st) r 7869 (1st), 7918 (1st) r 8022 (1st).

7928 (1st) r 8028 (1st). 7930 (1st) r 8030 (2nd), 7932 (1st) r 8029 (2nd), 7935 (1st) r 8025 (2nd), 7952 (1st) r 8263, 7956 (1st) r 8264, 7959 (1st) r 8265, 7960 (1st) r 8266, 7966 (1st) r 8267. 7968-7969 (1st) r 8268-8269, 7973 r 8270, 7978 r 8271, 7980-7981 r 8272-8273, 7996-7997 r 8274-9275, 8003 (1st) r 8276, 8007 (1st) r 8277, 8010 (1st) r 8278. 8014 (1st) r 8279, 8018-8019 (1st) r 8280-8281.

8022-8023 (1st) r 8282-8283, 8025 (2nd) r 8284. 8026-8028 (1st) r 8300-8303, (2nd), 8073 (1st) r 8304 (2nd), 8082 (1st) r 8305 (2nd), 8084 (1st) r 8306 (2nd), 808 (1st) r 8307 (2nd), 8094 (1st) r 8308 (2nd). 8096 (1st) or 8309 (2nd), 8098-8100 (1st) r 8310-8312 (2nd), 8106-8107 (1st) r 8313-8314 (2nd).

8110-8111 (1st) r 8315-8316 (2nd), 8113-8114 (1st) r 8317-8318 (2nd), 8128 (1st) r 8319 (2nd), 8134 (1st) r 8320 (2nd), 8138 (1st) r 8321 (2nd), 8144 (1st) r 8322, 8149-8152 (1st) r 8323-8326 (2nd), 8154 (1st) r 8327 (2nd), 8157-8158 (1st) r 8328-8329, 8160 (1st) r 8330 (2nd), 8162 (1st) r 8331, 8164 r 8332, 8168 r 8333, 8175 r 8334, 8175 r 8334, 8175 r 8334, 8177 r 8335, 8179-8180 r 8336-8338, (2nd). 8182 r 8338, 8183-8184 r 8339-8340 (2nd), 8187 r 8341 (2nd), 8189 r 8342 (2nd), 8192 r 8343, 8197-8199 r 8344-8346, 7826-7828 (1st) r 8350-8352, 7832 (1st) r 8353.

7834-7835 (1st) r 8354-8355, 7837 (1st) r 8356, 7839 (1st) r 8357, 7841 (1st) r 8358, 7843 (1st) r 8359, 7845 (1st) r 8360, 7847-7848, (1st) r 8361-8362. 7850-7851 (1st) r 8363-8364, 7860-7862 (1st) r 8365-8367, 7864 (1st) r 8368, 7867 (1st) r 8369, 7869-7873 (1st) r 8370-8374.

7877 (1st) r 8375, 7880-7883 (1st) r 8376-8379. 7885-7887 (1st) r 8380-8382, 7892-7893 (1st) r 8383-8384, 7901 (1st) r 8385, 7908 (1st) r 8386, 7910 (1st) r 8387, 7912 (1st) r 8388, 6700 (1st) r 6799, 6701-6708 (1st) r 06701-06708, 8062-8063 (1st) r 8398-8399. 8415 r CR&I 8403 (2nd). 8704 r 9133 (2nd), 8715 r 8907 (wnd), 8754 r 9075 (2nd), 8797 r 8926 (2nd), 5950 r 5894, 9815 r 9601 (2nd), 5538 r 5360, 5540 r 5361.

5542 r 5362, 5546 r 5363, 5547 r 5364, 5559 r 5485, 5595 r 5487, 4068 r 4320, 4070-4071 r 4321-4322, 4076 r 4323, 4079-4080 r 4324-4324, 4083-4085 r 4025-4028. 5921-5922 r 5794-5795, 5925 r 5801, 5927 r 5807, 6950-6951 r 6998-6999.

(31) P&LE 5676-5685 renumbered P&LE 1533-1524. P&LE 5713-5718 r P&LE 1523-1518. P&LE 5720-5735 r P&LE 1517-1502. P&LE 5929-5930 r P&LE 1501-1500.

(32) NYC 5818-5827 were originally Chesapeake and Ohio 5720-5729; then NYC 5818-5827 (12/55).

(33) NYC 7301 was originally NYC 8301, then renumbered 7301 (1951), then repowered by GM-EMD to 1750 hp (1956).

(34) These units were ordered by the PRR but delivered with PCT paint scheme.

(35) 6500, 6502-6503, 6510-6511, 6516, 6519 were upgraded to U28C's.

(36) 7467 sold to Precision Engineering, then to the Meridian & Bigbee, renumbered 104.

(37) 7640-7644, 7648 leased to LV, lettered LV 7640-7644, 7648.

(38) 8047-8048 (1st) were originally NYC 8600-8601; then NYC 9300-9301; then PCT 8047-8048 (1st).

(39) 8062-8063 (1st) were originally NYC 5810-5811 (1st); then NYC 6210-6211; then PCT 8062-8063 (1st). These units were re-engined by GM-EMD.

(40) 8067-8077 (1st), 8079-8083 (1st) were originally NYC 5820-5827 (1st), 5828-5830, 5832-5838; then NYC 6220-6230, 6232-6326; then PCT 8067-8077 (1st), 8079-8083 (1st).

(41) NYC 574, 577, 580, 594, 604, 611, 618, 655, 661, 684, 702 sold to CR&I, renumbered 574, 577, 580, 594, 604, 611, 618, 655, 661, 684, 702.

(42) NYC 600-621 (1st), 622-654 renumbered NYC 650-704.

(43) 8490, 8540 sold to Precision National, then to Kansas City Southern, renumbered 202-203, then KCS 4252-4253. Rebuilt to slugs by Darby Corp.

(44) PRR 5910 was originally PRR 3908, then PRR 5910.

(45) 8549 converted to electric generator car 80041.

(46) NYC 9600-9601 were transferred to L&JB, renumbered 16-17, then transferred to NYC, renumbered 9600-9601.

(47) 9075 (1st), 8668, 8661, 9133 (1st), 8663, 9660, 9696, 9657, 9733, 9735-9737, 9791, 9793, 8820, 8700, 8804, 8702, 8764, 8655, 8810, 8677, 8647, 8651, 8672, 8703, 8671, 8695 were upgraded to 1200 hp, renumbered 9150-9177.

(48) PRR 5912 was originally PRR 3909, then PRR 5912 (1942).

(49) NYC 9500-9516 were originally New York, Ontario & Western 114, 116-131; then NYC 9500-9516 (1957).

(50) 8777 was wrecked, rebuilt to slug 477 (1960).

(51) IHB 9222 was originally GM-EMD 109, then IHB 9222.

(52) IHB 9216-9221 renumbered PCT 9216-9221; then IHB 9216-9221. IHB 9223-9227 renumbered PCT 9223-9227.

(53) DSI 15 was originally Merchants Despatch Transportation 15, then DSI 15.

(54) NYC 8111 was originally Alco demonstrator 590, then NYC 590 (5/41), then NYC 8111 (1948). NYC 812-863 were originally NYC 693-744; then NYC 812-863 (1944). NYC 950 was originally NYC 85, then NYC 685, then NYC 900 (1948), then NYC 950 (1950). NYC 951-957 were originally NYC 686-692; then NYC 901-907 (1948); then NYC 950-957 (1950).

(55) 9308 was sold to Michael Schiavone, renumbered 50 (1968), then 1908.

(59) NYC 8505 (2nd), 851 (2nd), 869 (2nd) were originally Delaware & Hudson 3024, 3032, 3031; then NYC 8505 (2nd), 851 (2nd), 869 (2nd).

(60) 9623 sold to Kermit Coal Company.

(61) These units were originally P&LE units of same numbers, then NYC units.

(62) 9792 was rebuilt by MLW, sold to Francon Construction (4/70), renumbered 250-60.

(63) 5477, 5230, 5240, 5242, 5227, 5526, 5470, 5342, 5360, 5400, 5589, 5228, 5487, 5257, 5243, 5241, 5318, 5555, 5333, 5288, 5403, 5238, 5464, 5532, 5328 were re-engined by PCTC with 1200-hp EMD diesels, renumbered 9950-9974.

(64) 5525-5526 (1st), which may never have been given these numbers, were renumbered 5256, 5258.

(65) 9324 sold to Birmingham Rail & Locomotive.

(66) 8654, 8696, 8676, 8673, 8667 were upgraded to 1200 hp, renumbered 9100-9104.

(67) 4206 donated to Indiana Ry. Museum.

(68) These units sold to Naporano Iron & Metal and scrapped: PCT (NH) 1600, 1602, 1604-1605, 1613; PCT 5161, 5163, 5166-5170, 5172, 5174.

(69) 8794-8796, 8798-8802, 8842-8850, 8872-8874 were transferred from IHB to PCT.

(70) These units sold to Luntz Iron & Metals: 4628, 4629, 4622, 8265, 8270, 8272, 9448, 9435, 8193, 8273, 8294, 8329, 8341 (2nd), 8359, 8363, 9335, 9336, 9389, 9605, 9622, 9624, 9636, 9644, 9652, 9707, 9784, 9808, 9852, 9789, 9795, 9830-9831, 9336, 8193, 8329, 9622, 9784.

(71) 4200 sold to Striegel Supply & Equipment.

(72) 8272, 9435, 9707, 9624, 9605, 9737, 9752, 7852 sold to Marquette Steel.

(73) 1302 sold to Long Island Rail Road, renumbered 600; 1333 r LIRR 617; 1330 r LIRR.

(74) 8317 (2nd), 9602 sold to Columbia Iron & Metal and scrapped.

(75) 9452 sold to George R. Silcott, then to the Beech Mountain, renumbered 9452.

Sources of information for this roster: PCT, LIRR, Francon, NRPC, George R. Silcott, Columbia Iron & Metal, and Naporano Iron & Metal. ●

PC No. 4603, E-33 (3300-hp) GE rectifier electric, built in 1956, for Virginian, was ex-New Haven No. 303 at time of PC merger, shown in yard at Baltimore, Md.

Norman J. Perrin, 4523 Arabia Ave., Baltimore, Md. 21214

PC Alco's 2051, 2053, and 2052 on eastbound ore transfer at Weirton Jct., W. Va., in '73.
Photograph by Lt. Jay Potter, USN

TRACKSIDE in the DIESEL AGE

by Jim Edmonston

FINALLY I got away with my wife, Eileen, for a few days' vacation. I'm originally from Maryland and have always loved the sea; so we went to Ocean City in that state. The Eastern Shore is not a railfans' Mecca, although in the great days of Pennsy steam you could have seen 4-4-0's there until the early Fifties. During the Sixties, various odd types of diesels in Delaware ran out of Delmar. These were unusually banished from service on the heavier-trafficked lines and tucked away from the Shore until they died. Baldwin products abounded from 660-hp switchers to freight Sharks, RT-624 Centipedes.

Today, the DelMarVa Peninsula is all ConRail, which would like to forget about 98 percent of it. EMD GP-9's and SW-7's seem to make up the bulk of the power, although photos of their trains are scarce these days, since operations are just a shade of what they once were. A take-over of the Wilmington-Del-Norfolk main by Southern Railway would have been a shot in the arm, but Southern would have abandoned most of the weedy branches. However, Southern pulled out of the deal when operating unions could not agree on a contract acceptable to the road.

ConRail continues to roll slowly over the uncertain rails, running mostly locals and switching light industries. We did notice that the mainline at Bridgeville, Del., despite its washboard profile, is fairly free of weeds. We spotted a few covered hoppers at a feed mill in Frankford, Del., on the Snow Hill subdivision.

It was raining a little when we visited the quiet offices of the Ocean City Western. That road terminates at West Ocean City, Md., on the shore of Sinepuxent Bay. It's so densely weed-covered that nobody seems to know when the rails were last used. Seven miles west, the line connects with the Snow Hill subdivision of ConRail at Berlin. Its light rails run straight as an arrow across the weed-covered sand, through pines and thick underbrush, with no industry or even a siding in sight.

The road was originally the Baltimore, Chesapeake & Atlantic, then the Baltimore & Eastern, and finally the Berlin-West Ocean City branch was built to serve the growing resort. Unhappily, passenger service ended in the early Fifties. I have a photo in my collection of Pennsy G5s 4-6-0 at West Ocean City with a P-70 coach in September, 1951.

Later, as a boy, I saw an H-9 2-8-0 picking up an MDT refrigerator car from the West Ocean City fish-packing facility. PRR controlled and operated the disconnected segments of the B&E; then PC, now ConRail. The Ocean City Western opened in 1975 as a tourist steam operation, loading at West Ocean City at a point where

Maryland highway Route 611 crossed the tracks.

Power was No. 97, a 2-6-0 from the Mobile & Gulf, which lays claim to being the last operating steam common-carrier in the country. Built in 1925, she's the last Mogul turned out by Baldwin, but was not actually sold until 1936. Then she worked at the Perry Point power station in Perryville, Md., until sold to the M&G in 1949 or so.

The Ocean City Western also owns an EMD SW-1 600-hp switcher, bought from the Maryland Port Authority of Baltimore. She is No. 114, built in Feb. '40 as Lehigh Valley 114. Purchased by Streigel Marine Supply of Baltimore, she was dealt to the MPA, which found it did not need a rail facility at the Dundalk Marine Terminal, and paved over the trackage.

I FOUND Dudley Eichorn in the OCW office that wet afternoon. He is a fountain of information, but said sadly that the tourist operation did not function in 1976, due to light patronage and a problem with the 97. The Mogul's right rear journal block had cracked, skewing its drivers sidewise and putting No. 97 out of service until she can be repaired, which will require a drop pit and much jacking, or a heavy-duty crane.

Mr. Eichorn said the operation is not prohibitive, but in view of no incoming revenue, just hasn't been done. The SW-1 is in fine shape, having had her 567 prime mover overhauled at the Patapsco & Back Rivers (U.S. Steel) shop before her sale by MPA. Like most railroads these days, OCW has been bothered by vandals, who broke three cab windows in the 114's and 97's headlight glass. The equipment is kept outside, as there are no covered facilities.

Two ex-Jersey Central coaches, a 1000-series and an 1100, have been repainted and refurbished, but not renumbered. OCW's paint scheme is "Ford truck red" and white. No. 97 is shiny black, with white accents. The two locos and two coaches are the entire roster of rolling stock, but in a huge old barn are kept myriad parts and supplies.

AMTRAK's new *Shenandoah* a daylight train, Washington-Cincinnati schedule, inaugurated service on last October 30th westbound and on the 31st eastbound. The first westbound trip carried assorted dignitaries and was greeted in Cincinnati by City Countil representatives, and speeches were made. It rained steadily all day on the 30th and the train was supposed to go on public display at 3:45 p.m. I saw it at 6:00 p.m., standing alone and dark in front of our Amtrak station. The new GE P-30CH 71 and five or six Amfleet cars were the consist.

Good buddy Harold Buckley, Jr., of Kensington, Md., had flown out to ride the train east. He has a nice memento: the first public ticket sold on the eastbound run, signed by the conductor. The *Shenandoah* runs on the all-daylight schedule of the old B&O *Metropolitan* through spectacular mountain scenery.

Julia C. Pennell, a railfannette from 271 W. Brighton Rd., Columbus, Ohio 43202, who spotted a pair of CN M-636's in Buckeye Yard on 9/28, mentions having possibly seen me on the first run of the new *Shenandoah;* but I missed that.

I HEAR that the Columbus & Greenville will not buy BL-2's from the Bangor & Aroostook, as too much money is involved. Reportedly, BAR wants $70,000 per unit. CAGY will not get its SD-28's back from Illinois Central Gulf, as ICG added weight to them, making them too heavy for CAGY's line. Instead, the latter road got ICG SW-1's. The ICG had offered ex-GM&O F's, which would have been nice to see in CAGY colors, but Vice President B. Ivey nixed that trade. This info from Bill MacDonald, 48 Dillingham St., Bangor, Me. 04401, who says BAR still wants to sell the BL-2's to somebody, and will look at new units when a deal is made, and from John Walker, 1106 Delmar, Midland, Texas, 79701, one of CAGY's devoted fans.

I VISITED slightly larger and much more troubled rail facilities in Washington, D.C., before returning home. Ivy City, my boyhood stamping grounds, is a shadow of itself as compared to, say, what it was in 1953, but still busy. I made my first acquaintance with the GE E-60CP electrics and almost shed tears over the five weary GG-1's on hand—four lettered Amtrak and one with "CR" on her sides. There, with six or seven SDP-40F's, were two Amtrak E-8's that were dead and on a holding track, and five Southern E-8's in green and gold that seemed proud to be alive on the ready track. A blue Washington Terminal Alco RS-1 was dragging Amtrak 110, an ex-Army S-2, to the fueling rack. Nothing moved on the normally-busy main, and we had no time to wait.

A little farther east, on the Maryland peninsula formed between the Potomac River and Chesapeake Bay, a rail line once known as the Washington, Brandywine & Point Lookout is now seeing its heaviest trains in the form of unit coal drags bound for Potomac Electric Power's Morgantown plant. U.S. Government took over in the mid-Fifties and the Navy operated it primarily to serve the Patuxent River Naval Air Station.

The line made news in *The Washington Post* on 10/27/76, as seven cars of a southbound coal drag had derailed at a crossing in Brandywine, Md. Roadbed had been weakened by torrential rains the week before.

JIM POWELL, a ConRail conductor of 4151 Whitby Lane, Bath, Mich. 48808, doesn't like F-units—or so it seems from his letters: "On one occasion he was assigned to DC-1 (Detroit-Chicago) down to Elkhardt, Ind., and back to Jackson, Mich., on CD-4. The crew was taken out to the train in a taxi, as it sat on the main, with F-7's 1826, 1725, 1718, and 1824

UP U-50D No. 43, GE 5000 hp B-B-B-B in yard at Council Bluffs, Iowa, in '65.
Photograph by R.L. Schmeling

"Flying Nun" radiator design is prominent as Erie Lackawanna U-33C No. 3309 runs long end first through Sterling, Ohio, with first NY-100 in Sept. 1970. Only a short while ago, until ConRail, this was the EL main, a road of high density and fast freight traffic. Its future is uncertain.

Photograph by Mike Weber

leading 68 cars and a van. The roundhouse crew was there when we arrived, checking the 1826, which the departing engineer said wouldn't load (pull). However, when we left Elkhardt the 1826 was the only unit pulling. The other three were just tagging alone, and we did 25 mph on the level and 15 uphill. We were relieved by a crew at Jackson, along with a GP-35 which was stuck on the head end, because the Jackson shop wanted those F-7's far, far away.

"On another trip we had JE-1, which runs over the Michigan Central to Kalamazoo and then partly over the GR&I and the Elkhardt Air Line. We left Jackson with F-7 No. 1822 and U-boat No. 2605 and picked up in Kalamazoo. On the hill out of Kalamazoo on the GR&I, the 1822 failed and wouldn't load, and that 2605 shoved her and pulled 125 cars for 12 hours to Wasepi, where we died on the hog law and had to be taxied to Elkhart."

Kim is now in switching service at Lansing, where he fights old passenger GP-9's and GP-7's too sluggish for yard work. No. 5810, he says, is the worst of the lot, with a jerry-built toggle switch on the cabinet labelled "fast start." When you push it, nothing happens.

I GET from Robert A. Iwasyk, 12601 Regina Lane, Palos Park, Ill. 60464, this bizarre account. On a recent Sunday morning a communications technician on the Illinois Tollway noticed a Chicago & North Western switcher on the lightly-used spur of the Indiana Harbor Belt Ry. in Hillside, Illinois. Knowing that the IHB served the line on Wednesday or Thursday, never on Sunday, he gave a closer look.

The loco was C&NW 1026, an old Baldwin VO-1000 switcher re-engined by EMD in the early Sixties, and its crew were two fellows not as old as the 1026. As the loco moved light north toward Bellwood, the observer got a close look at the point where the old CGW/CA&E tower once stood. The "brakeman," on being observed, did not give the customary wave but hid his face, while the "engineer" widened on the throttle.

The technician chased them until the highway left the tracks. Soon the "crew" abandoned the loco and fled, leaving the engine under the IHB mainline at the site of the old CGW/IHB interchage in Bellwood. Police were called, and the loco was returned to CNW personnel. It turned out that persons unknown had run the 1026 from the Proviso Yard diesel shops in Melrose Park, Ill., south over the IHB main to the CGW branch, and then hidden it in Hillside on the spur.

CNW security personnel located the "engineer" from a description given by the technician. He was only 15 years old. His story is that, while he was walking the tracks with a friend looking for date-nails, etc., the 1026 pulled up, run by two other individuals. The kids climbed aboard on invitation. Thereupon the first "crew" got off and the second pair ran the loco to Hillside. Investigation of this unbelievable yarn continues.

My first question: how did such a move negotiate that distance in one of the nation's most crowded rail areas without being detected by rail personnel?

THE SOUTHERN officially opened its new Cincinnati piggyback facility last October 18th with ceremonies including Mayor Sterne and rail officials and a reception, at a nearby restaurant, for shippers, transportation people, etc. The new setup is built on the site of the old 44-track passenger terminal. Two straddle cranes operate over trackage capble of holding 43 piggyback flats. There are also four other long storage tracks and parking area for 275 trailers.

This eases the crowded conditions in Gest Street Yard, which were a big headache for both railroaders and truckers. Southern plans to assemble complete piggyback "dedicated" trains in this yard, apart from the loose-car operation.

A REPORT on Chicago & North Western's Alco power comes from Mike Guss, 1424 First Street, Brookings, S.D. 57006. Mike thinks C&NW's rare six-motor RSD-4's and 5's will be active at least another couple of years, as the company is now stripping parts off retired four-motor RS-3's for use on their bigger brothers. RS-3 No. 165 was so stripped at Huron, S.D., last March, and the remains were shipped to Oelwein, Iowa, shops on Sept. 3rd. No 1621 also was pretty well cut up, shortly afterward. Her short hood was used to repair RSD-4 No. 1516, which had been damaged in a Minnesota crossing accident.

C&NW's only RS-2, No. 1503, was finally scrapped after a main generator failure. Both RS-11 1624 and C-425 401 have broken crankshafts, a notorious Alco failure. These two units have been at Huron since early 1975. Mike hears rumors that the Alcos in his area might be moved to Michigan for ore service. If so, this would almost certainly be their last gasp.

THE STATE OF VERMONT, which bought the St. Johnsbury & Lamoille County RR. in 1973 and contracted with a group of Lamoille County businessmen to operate it, now has given the contract to Morrison-Knudsen of Boise, Idaho. Difficult relations between the local business interests and Arthur Ristau, the Transportation Secretary, evidently swayed the State toward non-renewal of the three-year pact, which expired in September. The Lamoille County group had complained that the State let the 99-mile line deteriorate. M-K, a huge construction firm and locomotive rebuilder, which builds and operates railroads world-wide, bid on the contract in 1973 and now may have fallen heir to it.

In a later story, the ICC is said to have refused M-K's petition to operate, and the STJ&LC looks headed back to the courts.

Vermont also owns the Vermont Railway and the Green Mountain Railroad. The latter is presently involved with Steamtown, Inc., of Bellows Falls, which has refused to pay $14,000 in track rentals alledgedly because Green Mountain did not keep its track up to standard. Steamtown then tried to buy the portion of track it uses, but Vermont would not sell. Keep your eyes on this news.

THE ROCK's new GP-38-2's went into service in early October, in the company's blue and white. Numbered 4300-4354, they all are to be named. Robert B. Phillips, Dept. of Physics and Astronomy, University of Iowa, Iowa City, sent us a partial list of named units. It's too long to repeat here, but a few eye-catchers are: 4304, *The Loyal Shipper;* 4307, *Railway Age;* 4310, *The American Railfan* (I *really* like that), and 4315, *David P. Morgan.* A few numbers are left—Freeman, better ask for equal time.

Bob Phillips says he hasn't seen a rock cab unit since September 1st, these could be traded in. Usual power in his area is U-25-U-28 and U-33B's and GP-40's, mixed now with the 4300's, and common Union Pacific power, normally U-30C's but he has noticed also GP-9's, GP-30 B-units, straight GP-30's, and both SD-40's and SD-40-2's. Southern Pacific power on the Rock in Iowa City is rare, but in September U-33C's numbered 8713 and 8715 were seen. Bob spotted a yellow gas-electric on the Rock in August, and wonders if the road is still operating any of its gas cars. I assume that Bob saw a Sperry Rail Service detector car.

NOW WE HEAR from Dan Tracy, 402 N. Center St., Joliet, Ill. 60435. He says that of the 56 locos the Rock leased, 54 were the GP-38-2's and two are MP-15AC switchers, one for Silvis, Ill., hump, the other for Armourdale hump in Kansas City. Dan says the first 11 new GP-38-2's will get cab signals and be assigned to the Illinois Division between Chicago and Silvis. Also, twenty GP-40's, numbered 4700-4719, and all Paducah rebuilds are to get cab signals, ostensibly to replace U-boats on the Chicago Division with EMD's and Paducahs. According to Dan, a Rock official on the Chicago Division said the U-Boats would be sent south.

JOE MARTINSON, 1210 Willmar Ave., Willmar, Minn. 56201, reminds that my Great Northern "orange and black" should have read "Omaha orange, Pullman green, and gold trim." I guess that Pullman Green gets like the Pennsy's old Brunswick's green, getting black in photos.

Joe says all ten of Burlington Northern's NW-5's are still running. No. 985 works Lyndale Yard in Minneapolis; 987 in Auburn, Wash.; 988, 989, and 991 at Vancouver, Wash.; 990 is the Willmar, Minn. switcher; 992, 993, and 995 at Breckinridge, Minn., and 994 is in Oakes, N.D. He hears that NW-5's got passenger jobs in the past, having being seen on the Minneapolis-Superior, Wisc., *Badger* and the Willmar-Sioux City run. On the subject of F-units in his area, Joe reports a BN freight 131 westbound out of Willmar for Fargo and Grand Forks with a classic A-B-B-A lashup, 828-777-833-840, on October 23rd.

Soo Line still uses F's, primarily for the grain rush. There's an Alco S-1 or S-2 (not sure which) at Crystal Sugar's plant in Renville, Minn., on the Milwaukee, and on the C&NW out of Walnut Grove. Continental Grain has opened a new grain terminal, using an Alco S-2.

JERRY ROSENFELD's report of electrification change on ConRail's New Haven Division (Nov. *Railroad)* was a bit premature. Andy Kirk, 41

Noontime in CP yards at Sault Ste. Marie, Ont., Canada, sees SW1200 8158 and sisters, along with RDC 9023, just having arrived from its daily run from Sudbury on Aug. 3, '75. Who sent us this photograph?

Latham Village Lane, Latham, N.Y. 12110, learned from an Amtrak spokesman that the new 11000 AC won't go in for "at least another year," mainly because Amtrak doesn't have enough new electrics to replace the GG-1's.

Jerry reports that ConRail Alco RSD-12 (DL 702) No. 6878 showed up in Englewood, N.J., in new blue—the first new paint on this model I've heard about. On October 9th, freight EV-4 left Dumont, N.J., for Selkirk with 12 Long Island C-420's in tow, numbered 210-221. These were reported sold to the D&H, but all ended up in Cedar Knolls, N.J., at the Morristown & Erie shops, where they will be refurbished. The lettering "Railway Traction Co, Owner" had been painted off their frames. No. 215 was idling in Morristown, outside the shops. Inside was 211 when Jerry visited there 10/31. Also on the property were two ex-Army Alco MRS-1's, numbered 10 and 2098, painted blue with a red stripe, and M&E's S-4 No. 14 and RS-1 No. 15. Is M&E in the locomotive rebuilding business?

POUGHKEEPSIE, N.Y., is the best place to see FL-9's, likewise RC's. The only RDC-3, No. 98, ex-NYC M-497, was there on a recent date. She's the unit that NYC had fitted with twin aircraft jet engines and a shovel-nose, and hit 183 mph on a test run on northwestern Ohio ten years ago.

AL SHADE reports Canadian National units seeing lots of service out of Collinwood (Cleveland). He lists many sets of three CN units, I have noticed sets of two or three out of Sharon Yard. One thing remains constant: the CN units are always run by themselves. I hear they will not multiple with anything else—is this true? It seems everyone is impressed with CN power, especially the GP-40LW widecabs with their nice seats, thermopane windows, and hot plate for quick cookery. Al inspected the 9512 himself and was amazed.

WE GOT WORD from Stephen Hunter, 24 Grenville Court, Brockville, Ont., K6V IJ4, Canada, that Canadian National is likely to retire its last GE 70-tonners soon. These are 30, 35, 40, and 41. But as all are in good shape except for wiring, CN employes doubt that the road will reqire them. They work in the area of Charlottetown on Prince Edward Island.

In Peterborough, Ont., Canadian GE has replaced their 1941 GE 25-tonner with a 1956 GE 50-tonner, purchased from Western Electric at Newark, N.J. Reported purchase price was $45,000, considered a good deal by GE. This puts the Bangor & Aroostook's asking price of $70,000 for a BL-2 in perspective, and doesn't seem too high. Nothing said about the 25-tonner; sold, scrapped, or stored?

CP RAIL wants to abandon the Carmi Sub between Midway and Penticton, B.C. A "Pacific Auto Train" started in on CP between Toronto and Winnipeg, with plans to operate to Calgary-Vancouver if traffic warrants. That's new cars, not passengers with cars.

Sale of TH&B in CP is being held up, due to the 1894 agreement that the TH&B could not be sold without paying the City of Hamilton $225,000 plus accrued interest on this sum since then.

D&H is still leasing CP 8426 and 8480. British Columbia Ry. has 8745-8750, of which 8745 and 8747 were damaged in a derailment 20 miles north of Prince George, B.C. Meanwhile, on CP, some older units have been returned to service, including F-7A's and B's and GP-9's, plus F-9B's 4473-4474 to cover for passenger units 1400 and 1412 which were wrecked.

CP will trade 5800 and robot 25 to Canadian National for two standard-cab SD-40's for CN tests. CP switcher 6531 has been sold to CanPac Leasing, will work at Canadian Fertilizer, Medicine Hat, Alta., as of 9/17. Scrapped at Angus: FPA-2 4096 and 4097; also RS-3 8454, RS-10s 8578 and 8590, plus two at St. Luc to go to Angus; 8575 and the gutted 8582. Montreal Locomotive Works has Cuban units 2447-2450 completed, and CNR 2552 on test. Elsewhere, two MLW export units hit head-on in Nigeria, 1720 and 1751.

CP has transferred RS-23's 8020 and 8044 from St. Luc to Drake Street in Vancouver for trials. If they work out, this yard's Baldwin yard power will be retired.

I SPOTTED my first Canadian National regular GP-40 (4011) in Sharon Yard last Oct. 30th. Bill Plack of Pittsburgh found NYC U-25B No. 2527 still running around in black/white Central lettering. Joe Jack reports that Naporano Iron & Metals of New Jersey sent two Alco frames—complete with traction motors, steps, railings, and brake wheels—through westbound for Granite City Steel Co. in Illinois. These were lettered "GKSX 94" and GSCX 95, I'm guessing they were for use as slugs, with Granite City planning to mount weights on the frames. No telling what scrapped units they were salvaged from; but B&O has been getting rid of Alco switchers.

THE FINAL list of Canadian National Units to ConRail lease now reads: 2304, 2307-2709, 2313-2317, 2319-2320, 2322-2328, 2332-2339, 3201-3211, 3214-3218, 3225-28, 3230, 3233-3234, 3236-3237, 3239-3240, 4000-4015, and 9488-9518. These units are returned to CNR at Montreal for inspection or trouble, and they are delivered over CP, with PC bringing them to Adirondack Junction; then CP handles them through St. Luc yard. With all of the Alcos gone to ConRail and Quebec Cartier, the only 2300's left at Moncton are 2306, 2310, and 2329. Finally, The Ontario Rail Association apparently has bought a Shay from the Ontario Science Center in Toronto for $1 and had her moved to the Maplehurst Correctional Institute for repair by the inmates.

INFORMATION on the motive power of the newly-opened Trilby-San Antonio & Cypress road of Pasco County, Fla., comes from Robert R. Most, president of the T-SA&C. Operations began July 3, 1976, week-ends only. Power is No. 203, a 1925 Baldwin 2-8-0 (featured on the cover of Nov. '76 *Railroad),* a GE 65-tonner, a 1905 Baldwin 0-6-0 from the Atlantic Coast Line, and No. 19, a 1919 Porter 0-6-0T from the Brooklyn Eastern District Terminal.

The line operates all year, and daily runs are scheduled to start in 1977. The last two steamers mentioned are not likely to run soon, according to R. Bruce Frazier, 1015 Periwinkle Way, Sanibel, Fla. 33957. There are still questions.

First, there is argument over the weights of the two GE's. The only way to solve this is to look at the builder's plates, if any. A 65-tonner's plate will read 130/130, the 50-tonner's 100/100. Another question concerns my presumably correct *List of Family Lines Steam Engines on Display.* It shows an SCL 104 at Leesburg, Fla., supposedly an 0-6-0. However, both R. Bruce Frazier and two other eye-witnesses say she's a 2-6-2.

Bruce sent me a photo to support a statement by T.A. Battle, Box 116, Lady Lake, Fla. 32659, which says she was owned by the Cummer & Sons Cypress Co. when donated to the City of Leesburg some years ago. She's got "Seaboard Coast Line" on her tender, but I think just for show. No. 104 is on her cab. Mr. Battle notes that Cummer & Son also donated a Porter steamer to the Florida Pioneer Museum, and she's on display on Highway 52 just west of Dade City. Another 2-6-2, similar to the Cummer & Sons 104, is at Zolfo Springs, Fla. She is numbered 3 and assumedly owned by the City of Zolfo Springs.

MISSISSIPPI EXPORT's NW-5, ex-Fort Street Union Depot, is still running and in good shape, reports Alan T. Whalen of 6 McBride Ave., White

Plains, N.Y. 10603. She's leased to Gardinier Chemical of South Tampa, Fla., painted in their green and white paint. Gardinier doesn't like visitors, but you could photograph the unit from U.S. 41 without trespassing. It operates year-round, six days a week. Seaboard Cost Line U-18B's and Gardinier's own EMD switchers can also be seen switching the plant.

W. W. Simms, P.O. Box 5036, Amarillo, Texas 79107, spotted Rock Island SW-1 No. 536, all lettering painted out but in good shape and spotless, enroute from En Reno, Okla., to Plainview, Texas, evidently sold to an industry or short line.

JIM TAYLOR, 710 Empire, Joplin, Mo. 64801, saw MKT F-7A No. 72-C and FP-7B No. 401B and F-9B's No. 75E and 75F at Parsons, Kan., and thinks these are the only F's left on Katy. Katy's newest unit is slug 5005, paired with GP-7 No. 99 at Parsons Yard. Bicentennial GP-40 No. 200 is also assigned to Parsons. In answer to a question by Jim, the primary purpose of pooling units is to eliminate costly delays in changing engines and yarding enough freights.

A RATHER FIRM rumor has Chessie System ordering fifty GP-40-2's and SD-40-2's, trading in the Western Maryland F-7's and, if EMD will accept them, the Alco RS-2's and 3's also. Wait and see on that one.

The Prodigious U-50

"WHAT WOULD you get if you crossed King Kong with the Goodyear blimp?" "Don't know, but if you painted it yellow, Union Pacific would buy it."

That was standard fare in the mid-sixties, double-engine era of the Union Pacific. Already running the huge, high-powered GE gas turbine electrics, UP took delivery in Sept. '63 of GE's most prodigious diesel, the U-50. The big system bought 23 of them, 31-53. Then Southern Pacific, which cautiously followed UP's lead in double-engine power, took three, 9550-9552.

These monsters (83', 6½" long) were basically two U-25B's mashed together head-on, with an afterthought control-tower cab set on the extreme end of the unit. The rounded nose was almost non-existent, defying the term "short hood," which in fact it was. Air intake area and radiator assemblies were at either end, with the cab fitted just ahead of the "front" set.

The units rode on two sets of B-B trucks, making a B-B-B-B arrangement, just as if the unit were two U-25B's. Each set of trucks was joined with a span bolster. The cab sits up extremely high, even with the radiator "saddles," and engineers must feel like conquering kings as they roll down the UP from a perch like that. Directly behind the enginemen, though is a huge squirrel-cage air intake blower which must give a man the same feeling as an old Camelback hogger perched on top of those flailing siderods.

The beast gets 5000 hp from twin 16-cylinder FDL-16's. Layout of the U-50 has the twin prime movers in the center of the loco, air intake and radiator areas on the ends. Six years after UP 31, the first U-50, was delivered, GE delivered U-50C No. 5000 to the road. This made the model U-50 redundant, and GE semi-officially reclassed the earlier B-B-B-B's as U-50D's. This is not universally accepted, as a "D" designation normally means four axles in one truck frame, as on the EMD DD-35's and DDA-40X's, while the U-50D's really had four 4-axle trucks in the truck frame.

Possibly GE figures the span bolster unites the two sets. At any rate, the new U-50C's ride on two 4-axle trucks, salvaged from UP's gas turbines. Starting in 9/69 with 5000, forty of these (5000-5039) went into service on Union Pacific only, complementing the then-new EMD DDA-40X "Centennials." These were the last of the "double-diesels" on the UP or anywhere else.

The U-50C is quite different from its earlier brother, mainly in that it puts its prime movers at the ends of the unit, separated by the double intake and radiator area in the center. A huge 5000-gallon fuel tank fills the space between the trucks. The loco is shorter (at 79' 0") than its predecessor, and the cab looks higher, since it extends up above the top of the hood, with the U-33-style radiator assemblies at the center instead of directly behind it. The unit it also rated at 5000 hp, but uses twin 12-cylindered FDL-12's instead of FDL-16's. Each U-50C weighs 437,500 lbs., the nation's heaviest CC loco.

At last check, UP had but three active U-50D's, others stored or scrapped, and the three Southern Pacific units were stored. Some U-50C's have been stripped for parts, but most of them are still running. We regret that UP has changed its policies and opted for standard-sized power since these U-50C's were delivered. Ever since the 4-12-2's and "Big Boys," the name UP has always meant huge power to railfans, and when the last twin-engined diesel dies, UP will lose that distinction.

CONTINUE sending diesel news to Jim Edmonston, 821 Clearfield Lane, Cincinnati, Ohio 45240. ●

Charles R. Kilbourne, 14706 Willoughby Rd., Upper Montclair, Md.

UP and C&NW power team up on UP westbound freight at Ogallala, Neb., on warm June 13, 1976.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 420 Lexington Ave., New York, N. Y. 10017. No questions will be answered by mail or telephone.

1. Which state leads U.S. in railroad mileage?

According to latest figures by Association of American Railroads, Texas has the greatest mileage, 13,306, followed by Illinois, 10,572; Pennsylvania, 8,020; Ohio, 7,727; Kansas, 7,616, and Iowa, 7,587 miles.

2. Where is the Gold Coast Railroad?

This mecca of railfans heading for southern climes to escape northern winters is located just north of Ft. Lauderdale International Airport. Our most recent info is that trains operate there every Sunday afternoon, year round, departing at 12 noon, 12:40, 1:20, 2, 2:35, 3:10, and 4 p.m. It's a four-mile, 30-minute round trip from the depot on Airport Perimeter Road to the Seaboard Coast Lines mainline. The steam train meets Amtrak passenger service each Sunday afternoon Amtrak is on time. For additional details write the railroad at 3398 S.W. 9th Ave., Ft. Lauderdale, Fla. 33315.

3. Were all Pacific Great Eastern Consolidation and Mikado types Canadian-built?

As far as I know, yes. Consolidation Nos. 51 and 52 were built by Montreal in 1913. Nos. 53-56 were products of Kingston in 1914 and Nos. 57-59 came out of Kingston in 1920. The plant also produced Nos. 160-161 in 1945 and Nos. 162-163 in 1947.

PGE No. 1 was an 0-4-0T (Leeds, 1874). She ran as No. 1 on the Howe Sound & Northern before coming to PGE. The last report we had on this old gal, quite some time ago, had her abandoned in the bush country north of Quesnel, B.C. I don't think that there's any trace of her around today.

4. What was the first electric car ferry?

On Aug. 1, 1912, a gasoline-powered sidewheeler, the *Henderson,* began carrying electric interurban cars between Evansville, Ind., and Henderson, Ky., on the Ohio River. This little steel-hulled craft could haul only two 50-foot interurbans on its track. In the early 1920's this service proved inadequate, leaving the indisputed title of the nation's only electric train ferry to the *Ramon,* plying Suisan Bay between Mallard and Chipps, California.

5. I'm an engineer on the Boston & Maine and qualified by age and service for a retirement annuity, but have not retired. Can my wife, who will soon be 65, get Medicare?

Yes. If a man is qualified for such annuity on the basis of age and service (age 60, 30 years' service or age 62, ten years' service) or total disability at any age, his wife may begin to get Medicare at 65. The husband does not have to be 65 nor retired for her to qualify. Your wife should contact the nearest Railroad Retirement Board office for help in filing an application for Medicare during the three months prior to her 65th birthday.

6. Did Frank Furness, a contemporary of architect H.H. Richardson, design any B&O stations?

Yes, at least seven. The B&O depots in Philadelphia, Pittsburgh, and Chester, Pa., and Wilmington and Newark, Dela., and Frenchtown, Md. In his latter days he lived in the past and died embittered in 1912.

7. Print "Third Watch," by Charles D. Dulin.

It's windy tonight and my semaphore light
Is blinking at dazzling stars;
There are rumbling bawls as the mercury falls
And scraping of horns on the cars.
The two-by-fours snap as they echo the rap
Of the Old Man's icy paw.
And I gouge my fire to my heart's desire
But my darned old hide won't thaw.

It's dreary and bleak on DeSoto Creek,
Where the slice of moon hangs low,
And the plains stretch on to nebulous dawn
That's as cold as the winds which blow.
But my heart's in key with my sounder's spree
As I watch for the extra's light,
And she's all okay on the right-of-way
'Cause an op's out here tonight.

8. Where is Amador Central R.R.?

Headquarters are at Martell, Calif. It operates freight for 11.79 miles from Martell to Ione, where it connects with the Southern Pacific. Originally chartered April 12, 1904, as the Ione & Eastern R.R., the line was opened that year from Ione to Mountain Springs, six miles, and was extended another six miles to Martell one year later. The Amador Central itself was incorporated Sept. 24, 1908, and on Jan. 1, 1909, it took over operations of the I&E. The track is owned by American Forest Products Corp. and leased to the railroad. The last I heard, the line had two Baldwin S-12's: No. 9, built in 1951, and No. 10, 1952.

9. Did Lima build any "housed-in" Shays?

Yes. One that comes to mind is New York Central No. 1896, used for switching west side tracks in New York City. Sheathed in steel, it looked more like a wartime loco than the average Shay. Probably there were rock tossers in those days, too. She had three 12x12″ cylinders, two four-wheel trucks, 200 lbs. pressure, 27,400 tractive force, and weighed 139,400 pounds.

10. When was Canadian National's line built between Quebec City and Lake St. George?

I think you mean St. John. The Quebec & Lake St. John Ry. reached Roberval on July 28, 1888, and was extended to Chicoutimi on Aug. 1, 1893. Purchased Nov. 15, 1906, it was operated by the Canadian Northern until that company became part of the new Canadian National System.

11. Did railroads play much of a part on the stage in the late 19th Century?

Yes, indeed. One of the most lifelike stage portrayals of a train in full motion, with all the attending lights and sounds, was presented in *The Hold-Up,* a vaudeville sketch showing a small way-station in the Arizona desert. For years one of the most widely-played dramas in the U.S. was *Side Tracked,* which proved so popular that it was played by small companies touring smaller towns and rural villages in the early 1900s.

Florence Bindley, for many seasons a leading actress in melodrama, appeared in 1892 in *The Pay Train,* which was a real thriller. *The Great Train Robbery,* by Scott Marble, produced in Sept. 1896, was one of the best rail plays. Ada Rehan, a great actress of

long ago, played the leading character of Agnes Constant in *Across the Continent,* produced in 1877.

Lincoln J. Carter, a producer of melodrama, took a very active interest in railroad plays in the 1890s, one of them being *The Fast Mail.* In New York, Jack Haverly, a minstrel of the late 19th Century, produced a hit comedy burlesque called *Tourists in a Pullman Car.* One of the most amusing parts of *Mrs. Wiggins of the Cabbage patch* was a scene in an empty boxcar. Then there were *Around the World in 80 Days* and *The Midnight Mail* in 1892, *The Denver Express* in 1901, and *The Orient Express* and *The Limited Mail,* among others.

12. Where does the San Luis Central Railroad run?

Owned by Pea Vine Corp., with headquarters at Monte Vista, Colo., the SLC was incorporated Feb. 19. 1913, and opened later that year. It runs from a connection with Denver & Rio Grande Western at Monte Vista to Center, 15 miles, and has one loco, a 70-ton GE No. 71, built in 1955.

13. What was the highest speed a Forney ran safely above the sidewalks of New York?

About 300 Forneys operated for many years on New York Elevated Railroad, their highest safe speed being 35 mph.

14. Which was the first parlor car to run in the U.S.?

The *Maritana,* placed in operation by Pullman Palace Car Co. in 1875.

15. Who was Matthias W. Baldwin?

Founder of the famous Baldwin Locomotive Works in Philadelphia, Pa., the world's largest. Born in Elizabethtown, N.J., in 1795, he became a watchmaker, a toolmaker, and then a machinist. This brought him into contact with stationary steam engines and finally locomotives. Baldwin's first locomotive, *Old Ironsides,* built for a predecessor of the Reading in 1832, remained in service for over 20 years. His second locomotive, the 4-2-0 *E.L. Miller,* was a great advance in design and introduced many features which later became standard American practice.

In 1838 Baldwin instituted standardization, using templates and gages and by 1840 he was using metallic packing for glands. His first European engine was built for Austria in 1841. Horizontal cylinders in identical castings including half the smokebox saddle were introduced in 1858 and soon became standard in the U.S. In England, nearly half a century later, the Great Western Railway adopted them.

When Baldwin died in 1866, his firm's annual output was 120 locomotives. In that year the Consolidation (2-8-0) emerged, becoming probably America's most popular type. The last of about 75,000 Baldwin steam engines was built for India in 1955.

Running Extra

REGARDING a recent letter, the Virginian Ry. (now part of Norfolk & Western) operated ten 2-10-10-2 Mallet locomotives, numbered 800-809. Built by Alco-Schenectady in 1918 and designated AE class, these behemoths boasted a total engine weight of 684,000 lbs. Their low-pressure cylinders, reputedly the largest ever built, were a whopping 48x32", being so large that they had to be removed before the engines could navigate the tight clearances between Schenectady and the West Virginia coal fields. Primarily designed for coal-drag service, the Mallets spent most of their working career boosting the black diamonds over Clark's Gap, the Virginian's steepest grade. The last of them was cut up for scrap in 1958.—William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va. 22980.

IS THERE a National Train Order Club? If so, where is it located?—Alexander Olliver, 11937 Magnolia St., No. 11, El Monte, Calif. 91732. (Ed Note: You might try International Order of Train Order Collectors, % Bryant H. Barbour, 24 McCaster Ave., Dundad, Ont., Canada.)

INDIANA RAILROAD SYSTEM was the big electric interurban network formed in 1930 from a number of traction properties in financial difficulties. I've been an avid historian of IRS for nearly 45 years, and personally rode it many times, beginning in the '30s and until its demise in Jan. '41. It was never a steam property, nor were any of the roads from which it was formed.—Robert C. Gerstley, 153 Pleasant St., South Weymouth, Mass. 02190.

WHO OWNS the Mackinac Transportation Co.?—Louis Edwards, 400 Prospect St., Charlesvoix, Mich. 49720.

WILL SOME reader tell me about Sir Herbert Nigel Gresley, designer of Great Britain's most powerful steam locomotive in 1925 (the Gresley-Beyer Garrat 2-8-8-2)?—J.M. Standing, United Kingdom Mission to the United Nations, 845 Third Ave., New York, N.Y. 10022.

HOW OLD are the New Orleans, La., streetcars?—Robert C. Wagner, 9327 N. Harlem Ave., Morton Grove, Ill. 60053.

ANYONE TELL me the address of The Inkwell? I'm interested in their large posters.—Fred Seeman, 6911 Barker St., Niagar Falls, Ont., Canada.

HISTORY of Kinzua railroad bridge at Mt. Jewett, Pa., is sought by Bernard Siffel, 9200 State Rd., Philadelphia, Pa. 19114.

WHAT DO the initials PTLX and USLX mean? They were on the Western Pacific Bicentennial train on exhibit in Oakland.—George J. Capdevielle, 6140 Hillmont Dr., Oakland, Calif. 94605.

I WANT the history of the Chicago, West Pullman & Southern. What's the present condition of its rolling stock?—Hargis Westerfield, 713-15 W. 25, Kearney, Nebr. 68847.

MY GRANDFATHER came as an immigrant from Poland to Moberly (where the Wabash had its main shops west of the Mississippi since 1872 and at one time had three division points). Before becoming a lawyer, he served as a coal and oil clerk in the 22nd St. roundhouse of the Wabash in St. Louis. While I was in high school I worked on extra gangs on the section at 23¢ an hour. My Maerklin basement railroad is named the Arzew & Futa Pass, after places where I served while in the Fifth Army in North Africa and Italy during WW2. I'm delighted with your magazine. Through it I joined the Railway & Locomotive Historical Society.—Judge Richard J. Chamier, Courthouse, Moberly, Mo. 65270.

I'M LOOKING FOR Walter A. Lucas's history of the New York, Susquehanna & Western.—James Thompson, retired NYS&W trainman, 686 Saddle Brook Rd., Saddle Brook, N.J. 07662.

INFO WANTED on the strange 2-2-0 dockside yard goats that Pennsy used in the 1930s around the Baltimore wharves. Each had a big steering wheel like one in an old ship's pilot house, running on pavements, not rails, with 8-foot treads of solid rubber.—Oliver Bathhurst, 511 Orwig, Napoleon, Ohio.

ANYONE HELP me with info on the Central of Georgia passenger service?—Scotty Long, Rte. 1, Box 244, Bremer, Ga. 30110.

RE HAROLD BLANEY'S query, the third cylinder located between outer cylinders was laid on the side and at-

tached to a crank on first axle of driver having valve motion connected across the breast beam. It was called monkey motion, with more tractive effort and better use of steam.—Dave Peters, Sr., 49 Parkview Rd., Wallingford, Conn. 06492.

I'M WORKING ona history of CPR's Bruce Divison and need a photo of Ten-Wheeler No. 1004 with mixed train leaving Orangeville and other shots of the late steam era. This line runs from Toronto to Owen Sound with branch lines to Teeswater, Elora, and Walkerton. I'm doing a book for Boston Mills Press, Cheltenham, Ont., publishers of many local rail books.—Ralph Beaumont, Main Str., Belfountain, Ont., Canada LON 1BO.

THE TOONERVILLE type trolleys on the Bergen St., Park Ave., and Marcy Ave. line in Brooklyn, known as "dinghies," replaced the regular cars about 2½ years after the BRT strike in 1920. Before that, the Marcy Ave. cars ran from Delancy and Essex streets, Manhattan (below street level), to Sheepshead Bay. Afterward, they ran only from Metropolitan Ave. to Fulton Street. We motormen were asked if we wanted to drive these one-man cars for a 5-cent-an-hour pay increase. I refused and stayed with my pals in the DeKalb Ave. depot.—Edward F. Richards, 463 Fourth St., Brooklyn, N.Y.

ILLINOIS CENTRAL was not the first steam road west of the Alleghenies to electrify commuter services. Northwestern Pacific (North Shore) did this in 1904, and Southern Pacific in 1911, both in suburbs of San Francisco. BART has replaced part of one.—Ted Wurm *(Interesting Railfan),* 122 Monte Vista, Oakland, Calif. 94611.

WHO CAN tell me about the steam engines owned by the Kansas, Oklahoma & Gulf and the Midland Valley?—Paul Berlin, 1636 E. Okmulgee, Muskogee, Okla. 74401.

LOOKING for the history of a dinner plate with a 2" gold border carrying pix of MP passenger train and conductor at top and an IC steamer and engineer at bottom.—M.L. Sanders, Rte. 2, Box 85, Hodges, S.C. 29653.

ANYONE KNOW the history of the old Cleveland, Akron & Columbus that ran from a connection with the C&P in Hudson down thru Oraville and Mt. Vernon to Columbus?—Robert Chilcote, 706 Johnson Ave., Bedford, Ohio 44146.

WHAT railroads are included in the Southern? Was Southern the first railway to incude the word "system" in its name? I want a comparison between Southern and Chessie.—Robert Urban, 11 9th Ave., Hawthorne, N.J. 07506.

REGARDING a recent query, I also had heard that a copper penny placed under a locomotive's driving wheels would prevent her from being moved. Having spent much of my life as a locomotive mechanic, I decided to test the idea. First, we tried a thin bit of iron about the same thickness as a penny. No trouble. Then we used iron pieces ⅜" thick, placed under each wheel, well wedged in place, and still had no trouble moving the engine. What seems to have been overlooked is the mechanical principle involved. A clear picture of the rods and pins on a driving-wheel shows that the wheel is moved by leverage and not by a lifting or rotating action. A look at a diagram of the line made on a wall by the main pin of a driving-wheel should convince even the most skeptical just how the power generated in the cylinders is applied to the driving wheels.—Ralph May, 1414 Kossuth Ave., Everett, Wash.

MAJOR DISASTERS. A troop train ran wild down a mountain near Modare, France, on Dec. 12, 1917, and fell off a sharp curve into a ravine, killing 543 persons. The engineer had warned military officers it was heavily overloaded and the brakes were inadequate, but had been forced into the cab at bayonet point and had taken off. Wartime censorship suppressed the story until the end of World War I, after which the details came out. Elsewhere, a train wreck in a tunnel in Leon province, Spain, on Jan. 16, 1944, caused between 500 and 800 deaths. Who can supply details?—David A. Swaney, 437 Olim Ave., Girard, Pa. 16417.

ARE ANY SP cab-forwards preserved? If so, where? Who will send me a photo of the *Galloping Goose* running on the CB&Q between Mendonta and Savannah, Illinois? Where can I get pix, history, etc., of the Hoopole, Yorktown & Tampico in western Illinois?—Ronald D. Williams, 33 Lynch St., Apt. 4A, Elgin, Ill. 60120? *(Ed. note:* Articles on that road appeared in our July '40 and Sept. '69 issues, as you could have learned by consulting *All-Time Index of Railroad Magazine,* etc., 1929-'69, Wayner Publications, Box 871, Ansonia Station, New York, N.Y. 10023. Readers who use that *Index* do not need to ask me certain questions.)

HOBBY CLUB

conducted by Sy Reich

SURELY, the finest hour of the Railway & Locomotive Historical Society came last September 25th when its Pacific Coast Chapter's venerable *Genoa,* the Baldwin-built ex-Virginia & Truckee No. 12, in the role of Central Pacific *Jupiter* No. 60, blasted her melodious chime whistle and steamed out of the newly-built replica of CP passenger station at Sacramento.

Chugging past the speaker's stand at the dedication of this depot, she thrilled thousands of people who had come from many parts of the West to view the event. *Interesting Railfan* Fred A. Stindt, chapter chairman, was the chief speaker. The depot is the first unit of the California State Railroad Museum complex being recreated Old Sacramento area.

The woodburning Eight-wheeler, in black and red livery with brass brightly polished, is an integral part of the R&LHS chapter's lot of equipment, the finest such collection in the West. Also owned by the chapter, among others, are locomotives ex-V&T *J.W. Bowker,* No. 21; ex-V&T No. 13, *Empire;* ex-Northwestern Pacific No. 221, private car *Gold Coast,* SP of Calif. coach 71, D&RG combo 550, and a 1920 vintage freight train consisting of a Fruit Growers Express reefer, WP cattle car, Sacramento Northern boxcar, Sierra hopper, and Santa Fe hack of 1906 era.

To show the new with the old, a train of modern freight cars stood on an adjoining track with newly-painted diesels from SP, WP, and SF and a new yellow UP caboose. Open for public viewing was Amtrak's new Amfleet coach, preceeded by the Chapter's Northwestern Pacific R.R. 1914 Pullman-built coach for compassion.

The two-day exhibition (Sept. 25-26) brought 14,400 visitors. I wonder how many of them are aware of the time and effort for such a show put in by Fred Stindt, Stu Forsyth, Brian Thompson, Gerry Best, Dr. Denny Anspach, Don Thrall, Frank Guido, Art Lloyd, Lou Stein, and Bruce Kleinschmidt, among others. This behind-the-scenes crew worked long and hard to make it a success. I hope the visitors realize this when the annual R&LHS meeting is held in late April and early May in the San Francisco and Sacramento area, hosted by the Pacific Coast Chapter.

IT'S THAT time of year again when sundry railfan organizations produce such money-makers as their annual calendar. We're listing those we know about. Undoubtedly, some are omitted because we haven't yet heard from you. Drop us a note if you're publishing one for 1977 and we'll be glad to plug it. We are as interested in helping your group make a buck as you are in getting it.

As usual New York Central System Historical Society has an interesting one. Their NYC calendar has different pix for each month with historical dates, $2.50. (Ohio residents include 14¢ sales tax). Address Box 10027, Cleveland, Ohio 44110.

In its 18th year of quality calendars, California Southern Railroad has good 13 8½x11" steam and juice pix of various lines in U.S. and Canada, $1.95 by 3rd class (allow 5 to 6 weeks for delivery). For 1st class, add 50¢ per calendar. (Calif. residents include 6% sales tax). Write Orange Empire Railway Museum, P.O. Box 221, Walnut, Calif. 91789.

New England railfans will enjoy the New Haven Railroad Technical Assn.'s 13 steam, diesel, and electric pix, $2.50. Contact Ronald J. Hall, treasurer, 280 N. Elm St., Wallingford, Conn. 06492.

Nickel Plate Road Historical & Technical Society for 1977 presents 14 8½x11" pix, including NKP steam and diesel power, a NYC&StL 72-seat coach, and W&LE Ten-wheeler No. 47, all with historic NKP dates, $2.50. Address P.O. Box 602, Fremont, Ohio 43420.

Chesapeake & Ohio Hist. Society has a slick job with 13 pix, 8½x11" including among others C&O steam and diesel, Pere Marquette 1220, and ex-Hocking Valley 89, $3 via third class, or $3.50 first class mail. Address Dept. R, Box 417, Alderson, W. Va. 24910.

Warren Reed of Heart of Dixie Chapt. NRHS has put together an appointment style affair featuring old and new pix, $2.50. Address Box 254, Birmingham, Ala. 35201.

Iowa Ry. Hist. Museum offers 3 types of new calendars: all electric wall, $2; all steam wall, $2; and desk, appointment type, with variety of steam, diesel, and electric, $2.50. Write Elmer Carr, 1510 Silverwood Dr., Ottumwa, Iowa 52501.

WANTED: a good photo of Canadian Pacific Ten-wheeler No. 1000, built in 1903 by North British Glasgow as a Pittsburgh compound, with 22 and 33x26" cylinders. If you have one, contact *CP Rail News* editor, Room 117, Windsor Station, Montreal, Que., Canada. In 1904 the engine had a Schmidt fire-tube superheater installed. One year later she was converted to a simple engine with 20x26" cylinders, retaining the superheater, renumbered 539 and reclassed as a D6c.

Van Horne's Road, a book by *Interesting Railfan* by Omer Lavallee, is now out of print. Prospective purchasers should withhold their orders for the time being. Omer is having the book reprinted this winter months; date to be announced.

INTERMOUNTAIN and Colorado Midland chapters of NRHS and Rocky Mountain Railroad Club announce that *Silver Sky,* the dome-lounge-sleeper-observation car which often ran on D&RGW's *Rio Grande Zephyr,* is being taken out of service for a major change in its interior. The four bedrooms in the forward portion of the car will be removed and the resulting space used to expand the lounge area. Unused room space, maintenance requirements, and the road's desire for more lounge space led to the conversion. The car is temporarily replaced by the dormitory-dome-buffet *Silver Shop.* Both cars have been with the Rio Grande since they were built in 1948 for the *California Zephyr.*

R.H. BLAKE, Rte. 3, Box 87, Weston. W. Va. 26452, will swap old coins for timetables, switch keys, caboose keys, lanterns, uniform buttons, or tickets.

THE YEAR 1973 marked the centenary of the first exploration of the rich Johnstone River District in North Queensland, Australia. The Queensland Division of Australian Railway Historical Society has published a history of the fascinating Innisfail Tramway, the only 2-foot gage railway operated by the Queensland Government Railways. Written jointly by John Armstrong and Gerry H. Verhoeven, the book traces the background leading to construction of the Geraldton Shire and the Mourilyan tramways. A brief description of other district tramways and railways is given. The book is well illustrated by pix, maps, and diagrams of locos and rolling stock, fully described. This hard-cover lithographic production, with 112 pages, 7¼x9½", is available at $6 (Australian currency) from Queensland Division, Australian Railway Historical Society, Box 682 G.P.O., Brisbane, Queensland 4001, Australia.

RECAPTURING the New York counties of Nassau and Suffolk of an earlier day, a private collection of photographs and memorabilia tracing Long Island R.R. history from 1885 to 1974 has been acquired by the Stony Brook Foundation for use by students, staff, and the public at the State University of New York in Stony Brook. It is on permanent display from 8:30 a.m. to 5 p.m. weekdays at the university's Melville Library. Included are rare pix of train wrecks, bygone conductors' uniforms, and photos of depots no longer extant. The more than 5,000 photos, timetables, and drawings were amassed during 38 years by Robert Emery, a former resident of Port Jefferson, N.Y., who retired from the LIRR in 1975 after 33 years as a conductor. Methinks they're well worth seeing.

WALTER EVANS, ed of Topeka Chapt. NRHS newsletter *Sparks,* has a note that should interest Allan Vaughn and other CGW fans. Planned is a series of books on *Steam Locomotives of the Chicago Great Western,* by H.L. ("Hank") Brown. Besides text and pix, Walt tells us, these books will have diagrams, plans, and rosters. The first volume of this series, due last November covered Consolidations. Contact Hank at 219 20th St. N.W., Minot, N.D. 58701.

RAILROAD ENTHUSIASTS' Mass. Bay Div. newsletter *Call Boy* had an item about Robert F. Walker, 69 Antwerp St., Milton, Mass. 02186, wondering if any fans who use CB radio might like to use it in exchanging info while train-chasing, watching, or whatever. Fran Schwartz, ed of Tampa Bay Chapt. NRHS newsletter *The Orderboard,* remarked about a piece in *Extra 2200 South* concerning the use of CB by railfans.

The idea is to set up a network for railfans owning CB radios, and both CB and scanners. Establishing a way to contact other railfans should benefit all involved. If you have equipment, send your name, handle, and location, along with SSE, to Nick Tharalson, Box 301, Sturgis, S.D. 57785.

Use these symbols to designate your equipment and how you prefer to be contacted: T-Transceiver (23 channel, mobile, or base); T-L-# (Limited transceiver to channel #); T-M or T-B (Mobile or base); S-Scanner; S-P-Portable scanner; C-Contact by mail before arrival in area, and A-Contact by radio on arrival in area.

TENNESSEE Valley Railroad Museum has a new place-mat for sale: an 11¾x17¼", vinyl-covered, colored photo of TVRM's NC&StL caboose No. 41, reversible with tan colored back. Price is $1.50 each, set of 4 for $5.50, or set of 6 for $8. Add 75¢ for postage and handling. That's TVRM, Box 5263, Chattanooga, Tenn. 37406.

And Roanoke Chapt. NRHS has for sale a nice-looking tie-bar and a lapel-pin (ladies) with a N&W class J design on it. Available in silver or gold, each item $6. Order from Roanoke Chapter, Box 13222, Roanoke, Va. 24302.

Chicago Great Western overnight train, ex-*Kansas City,* after calling at Minneapolis, arrives at St. Paul Union Station, July '48. Note NP steam power.

Photograph by Benjamin F. Cutler

Milwaukee freight extra west to Marengo, near Spokane, on UP trestle with Pacific 889 in 1951. Road used F-5's for runs to mainline from Spokane.

Photograph by Philip R. Hastings

BOOKS of the RAILS

by Gorton T.H. Wilbur

VANISHING MARKERS, by Ralph E. Fisher, 128 pages, 7¼x10¼", hardbound, photos, timetables, maps, drawings, diagrams, rosters, The Stephen Greene Press, $14.95. (Available from Railroad Magazine Book Service.)

Rail buffs, especially those of the Boston & Maine Historical Society, will enjoy these memories of ex-B&M brakeman Ralph Fisher, who is now curator of the slim-gage Edaville R.R. museum at South Carver, Mass. This author recalls the twilight of B&M steam in the late 1940s and early '50s. Even with the diesels creeping in at that time, you who visited Boston's North Station area, the engine terminal, and points along the line could still have seen steam switchers, 1400 class Moguls, 36 and 3700 Pacifics, and 4000 Berkshires. You'll like railroading as Ralph saw it, with his yarns about cantankerous hoggers and cranky engines, such as the Santa Fes that the crew called mud-suckers and the champion cinder-throwers, the 2-8-0 26 and 2700 K-8's.

The text is liberally backed up by photos, such as a 3600 near the diamond at White River Jct., Vt., showing the old ball signal (and whatever did happen to it?), steam commuter trains at North Station, and a water plug scene in Middlesex Yard, Lowell, an excellent map of Boston area B&M operations, a schematic diagram drawing by Fisher of the New Hampshire Div., a B&M steam roster, and signal indications printed in color.

Edgar T. Mead, author of such Stephen Greene books as *The Up-Country Line* and *Through Covered Bridges To Concord,* writes: "Here, in the unvarnished plain talk of a real railroader, is the story of how things were on the old Boston & Maine. You sweat with author Ralph Fisher on a Boston to Portland steam-hauled freight during a humid summer night, and then you're with him nearly freezing on a wintry snowplow extra up the mainline. He gives you all the no-frills anxiety and frustration of railroading combined with its own particular rewards. Ralph Fisher has written *Vanishing Markers* to trigger memories of old-style railroad operation in every reader's imagination—as it did in mine. There's the caboose about to trundle by! Better jump on board, draw up to the stove, and enjoy a veteran railroader's tale."

TWILIGHT ON THE NARROW GAUGE, by Frederick A. Kramer, photography by John Krause, 64 pages, 8½x11″, softbound, photos, map, Quadrant Press, $3.95. (Available from Railroad Magazine Book Service.)

This is Steve Bogen's Quadrant Press Review No. 5 in an interesting series of books on various railroads, with sharp, glossy prints. Steve's No. 4 was also by Fred Kramer, *Across New York by Trolley.* John Krause, no stranger to railfandom with his ace photography, sets the stage for those Rio Grande scenes of the fifties with his color cover showing 483, in smoky turbulence, pressing into the San Juan wilderness westward out of Chama. Among the other dramatic pix is a b&w photo taken on Oct. 5, 1954, of the last time a D&RGW crew ran a train through the mesa country at Elk Creek, dawn at Gunnison, showing the water plug and coal shute, and two 480's making ready for a Gil Lathrop-type yarn hauling a stock train over rugged Marshall Pass, and one that will thunder down through time, 487 and 494 doubleheading through Monero canyon in May, 1953.

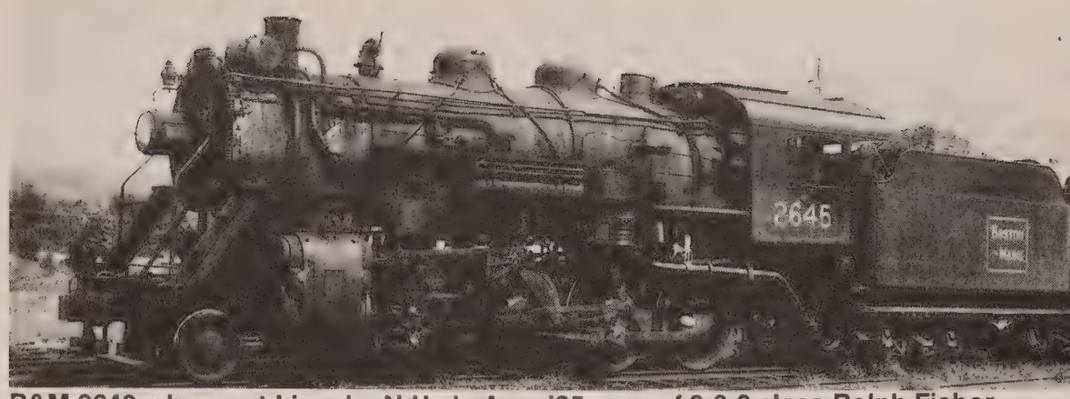
Capturing these scenes in the wild grandeur of the Rockies was John Krause. As Fred Kramer said: "He hiked, he climbed, he waded, and did whatever else was necessary to find the better camera angle."

PARDON ME ... IS THAT THE CHATTANOOGA CHOO-CHOO?, by David H. Steinberg, 34 pages, 8½x11″, softbound, photos, timetables, maps, diagrams, David H. Steinberg, $2.25. (Available from Railroad Magazine Book Service.)

This book is not about Glen Miller nor one of his famed songs during the dance-band era. It isn't gay, swingy, and carefree. Told in text, photos, maps and diagrams, it relates the rise and demise of a great railroad terminal.

According to Dave Steinberg, May 1, 1971, closed an era in Chattanooga. Had it not been mentioned in the local newspapers or carried over radio and TV, it would virtually have gone unnoticed, save for a few die-hard railroad enthusiasts who for days had gone around with an emptiness in their stomachs. Passenger train service had ended when the remnant of the famous *Georgian* streamliner passed southward toward Atlanta.

Spontaneously with the passing of Louisville & Nashville trains No. 3 and 4, Chattanooga's venerable Union Depot became surplus railroad property. Boarded up and padlocked, it was finally razed in April, 1973. But the historical significance of Chattanooga as a rail center did not die with the bull dozing of old Union Station. The good folk of the area still have the Southern terminal, if no rail service, and some of its "Gay 90's" rail atmosphere.



B&M 2649, shown at Lincoln, N.H., in Aug. '35, was of 2-8-0 class Ralph Fisher called "cinder-throwers" in his Stephen Green Press book, Vanishing Markers.

Collection of Gorton T.H. Wilbur

AMERICAN LOCOMOTIVE COMPANY: LOUISIANA PURCHASE EXPOSITION, reprint for Mohawk & Hudson-NRHS, 44 pages, 6x9″, softbound, photos, loco specs, diagrams Old Dorp Books, $3.50. (Available from Railroad Magazine Book Service).

This historic booklet, another fine product of the Mohawk & Hudson Chapter of National Railway Historical Society, was photo-copied from the original, printed on the same high-quality coated paper, and in the same format with maroon cover. Back in 1904, a mammoth exposition was held in St. Louis to celebrate the Louisiana Purchase centennial, and ALCO, the newly-merged giant of the locomotive industry, was one of the major exhibitors. In its display were a dozen full-size steam engines of various types and sizes. Among them were a four-cylinder compound passenger loco (4-4-2, No. 3000) for the New York Central & Hudson River R.R., and the Baltimore & Ohio's 0-6-6-0 *Old Maud,* the first Mallet articulated in this country, billed as the "heaviest and most powerful locomotive ever built." Drawings and descriptions of both these locomotives are included, also descriptions of design features in the locomotives of that era, such as piston valves with direct valve linkage, wide fireboxes, and rigid trailing trucks.

Photo prints and enlargements from the original negatives used for illustrations in this booklet are available from Alco Historic Photos, P.O. Box 655, Schenectady, N.Y., an affiliate of the chapter.

Tapes, Records, Journals

DICK MENKEL has done it again. This master of rail-stereo-cassette taping has quality screw-assembled a one-hour show that will take you right where the action is, for $6.95. *Pacing Alongside Steam Locomotives* is what Dick calls this 60 minutes of armchair pleasure with 4449 in Texas and Virginia, doubleheader 1246 and 1278 in Vermont, 4501 in Virginia, 2101 on Norwood Hill and in Altoona; also ex-GTW 4070 and T&P 610. American Freedom Train action, too. It's all there in long, loud, clear, steady stack-talk, slow, fast starts, stops and slips. Contact Menkel Sounds, Box 195, Rutherford, N.J. 07070.

HAWAIIAN RAILWAY SOCIETY has come up with a new stereo LP album: 10 catchy songs about railroading in the Island State. The spirit of Hawaii's trains, large and small, is captured in music written for this album. The jacket shows a dramatic head-on view of the Oahu Railway's Mike No. 90, one of four identical 2-8-2's built by Alco-Schenectady in 1925 and '26, largest en-

Stage coach arrives on Sept. 25, 1976, heralding commencement of the dedication of the replica of Central Pacific depot in Sacramento, Calif. Station will house eight historic engines and cars of Pacific Coast Chapter, R&LHS.

Fred A. Stindt, 978 Emerald Hill Rd., Redwood City, Calif. 94061

gines used in Hawaii. Inside the double jacket are nine historic train pix, an eye-witness account of the last day of the Hawaiian Consolidated R.R., and a brief history of railroading in the 50th state.

The society, part of the NRHS family, a non-profit club, has a dream: a self-supporting operating railway museum on Oahu. They already have restored one steam engine to operation and are working on two others. They also have four diesels, 30 cars, etc. Regular membership is $5, supporting $25, life $100, junior $2 (under 16) business $100 or more, corporate $1000 or more, and affiliate (group) $25. Records purchased through the society help support their museum goal. One album $5. Add $1 for handling and postage per each order up to 3 albums. That's Hawaiian Railway Society, Box 11126, Honolulu, Hawaii 96814.

RAILROAD HISTORY, NO. 135 (FALL, 1976), edited by John H. White, Jr., 120 pages, 6x9", softbound, photos, map, diagram, roster, book reviews, published by The Railway & Locomotive Historical Society, Harvard Business School, Room 133, Kresge Hall, Boston, Mass. 02163. This excellent glossy-paper publication, is free to members: non-members, $5. Back copies may be had from Samuel J. Gilfix, 11 Burbank Rd., Medford, Mass. 02155. (Annual R&LHS membership $7.50, contributing $12.50, life $100.)

Jack has another good *RH.* The cover is reproduced from a color broadside showing a late 19th Century dining-car interior. Interesting reading is "Railroad Shops and Car Building in Fond du Lac," by Stuart M. Rich;" Dallas and Its First Railroad," by Leon J. Rosenberg and Grant M. Davis; "The Church Hill Tunnel," by Walter S. Griggs, Jr.,; Robert L. Frey's "Biography of a Heavy Pacific," and Gerry Best's "Pullman's Board of Trade Special: The Train that came Down Market St." Newly elected R&LHS director Herb Harwood, Jr., discusses "Photo Use; Responsibilities and Rights."

RAIL AND TRANSIT, edited by David Smith for Upper Canada Railway Society, Box 122, Terminal A, Toronto, Ont., Canada M5W 1AZ. The Society's Mike Lindsay and all the membership must be proud of their new slick journal. It is very well put together, with clear pix. *Rail and Transit* is published bi-monthly by UCRS for $1.25. Members receive it as one of the benefits of membership at $13 a year. Non-members can subscribe by contacting the Society. This Society has been publishing railway material since its inception in 1941 and that of its predecessor in 1935.

SHORELINER, edited by Gordon Q. Cochrane, Jr., is issued quarterly by New Haven Railroad Technical Assn., Inc., a non-profit, tax-exempt organization, 312 Scott St., P.O. Box 1803, Montgomery, Ala. 36103. Subscriptions in U.S. and Canada, $8 per year. Foreign postage, $2 extra per year. Make checks payable to treasurer, NHRTIA, and mail to Gordon Q. Cochrane, Jr., 256 Central St., Foxboro, Mass. 02035. These issues carry lots of good reading about the days of steam and early and later electrics and diesels. J.W. Swanberg in the Summer 1976 issue did a nice piece on the New Haven FA's. Each *Shoreliner* has a supplement with data, diagrams, etc., on NYNH&H operations. A dedicated rail historical group. ●

Our Cut-Rate Book Service

As a service to readers, we sell books at about 5 percent off publisher's price. Our discount applies to almost any language railbook, if it is still in print. Allow from 4 to 6 weeks for delivery.

New York State resident must enclose 4 percent sales tax with each order. But we do not charge a New York City sales tax because our book agency is located in New Rochelle, N.Y. To avoid delay, send separate checks for books and magazine subscriptions. On all Canadian orders add 10 percent. On all other orders add 40c per book for postage etc. Allow six weeks for service.

The books are available only by mail through Railroad Magazine Book Service, 420 Lexington Ave., New York, N.Y. 10017.

	List Price	Our Price
RIO GRANDE GLORY DAYS, by Gilbert A. Lathrop	$10.95	(10.40)
VANISHING MARKERS, by Ralph E. Fisher	$14.95	(14.25)
MAKIN' TRACKS, by Lynne R. Mayer	$25.00	(23.75)
STOCKTON & DARLINGTON RAILWAY: 1825-1875, by P.J. Holmes	$14.85	(14.15)
THE STORY OF THE CALIFORNIA ZEPHYR, by Karl R. Zimmerman	$10.95	(10.40)
NARROW GAUGE PORTRAIT: SOUTH PACIFIC COAST, by Bruce MacGregor	$16.50	(15.75)
LOST PLEASURES OF THE GREAT TRAINS, by Martin Page	$16.95	(15.70)
HISTORY OF THE ILLINOIS CENTRAL, by John F. Stover	$15.00	(14.25)
RAILROADS OF ARIZONA (Vol. 1: Southern Roads), by David Myrick	$19.50	(19.00)
RAILROADS IN AMERICA, by Oliver Jensen	$34.95	(33.20)
THE STREAMLINE ERA, by Robert C. Reed	$24.95	(23.75)
COACH TRAINS AND TRAVEL, by Patrick C. Doran	$14.95	(14.25)
THE SOUTH PARK LINE: CONCISE HISTORY	$14.75	(14.20)
MILE-HIGH TROLLEYS(Second Edition)	$12.95	(12.35)
PENNSY STEAM AND SEMAPHORES, by Fred Westing	$13.95	(13.25)
GREAT ROCK ISLAND ROUTE, by Edward F. Gardener	$ 5.00	(4.75)
EARLY MOTIVE POWER OF B&O, by Snowden Bell (reprint)	$ 8.95	(8.50)
CINCINNATI & LAKE ERIE RR, by Jack Keenan	$17.95	(16.65)
HISTORY: ATCHISON, TOPEKA & SANTA FE, by Bryant	$12.95	(12.35)
AMERICAN SHORT LINE RY. GUIDE, by E.A. Lewis	$ 7.95	(7.60)
COLORADO RAILROADS, by T.W. Wilkins	$24.95	(23.75)
UNION PACIFIC STREAMLINERS, by Harold E. Ranks	$40.00	(38.00)
RAILROADS OF NEW JERSEY, by Richard Hyer	$15.95	(15.20)
ERIE LACKAWANNA EAST, by Karl R. Zimmermann	$ 3.95	(3.75)
THE RAILROAD CABOOSE, by Wm. F. Knapke and Freeman Hubbard	$ 8.95	(8.50)
PULLMAN AND PRIVATE CAR PICTORIAL, by Robert J. Wayner	$ 8.50	(8.15)
RAILBOOK BIBLIOGRAPHY, by Hudson	$ 5.00	(4.75)
LACKAWANNA RAILROAD No. 2, by Edward Gardner	$ 5.00	(4.75)
KATY NORTHWEST, by Donovan L. Hofsomer	$26.95	(25.60)
TWILIGHT OF WORLD STEAM, by Mike Eagleson and Ron Ziel	$14.95	(14.20)
NARROW GAUGE RYS. OF CANADA, by Omar Lavallee	$14.95	(14.20)
MILWAUKEE ROADS WEST, by Wood	$14.95	(14.25)
HETCH HETCHY AND ITS DAM RAILROAD, by Ted Wurm	$13.50	(12.82)
THE RAILROAD SCENE, by William Middleton	$12.95	(11.95)
BESSEMER & LAKE ERIE, 1869-1969, by Beaver	$11.95	(11.35)
CANADIAN NATIONAL STEAM POWER, by Clegg and Corley	$16.95	(15.70)
L&N STEAM LOCOMOTIVES, by Richard Prince	$12.50	(11.90)
SOUTH SHORE INTERURBAN, by William Middleton	$11.95	(11.35)
PENNSYLVANIA RAILROAD K-4S, by H.P. Albrecht	$ 3.00	(2.85)
INTERURBAN INTERLUDE, by E.J. Quinby	$ 8.95	(8.50)
PENNSY POWER, by Alvin F. Staufer and Bert Pennypacker	$22.95	(20.90)
TRAIN WATCHER'S GUIDE TO CHICAGO	$ 6.50	(6.20)
HEADLIGHTS & MARKERS (rail fiction stories)	$ 7.95	(7.55)
MEXICAN NARROW GAUGE, by Gerald M. Best	$ 7.50	(7.15)
AMERICAN LOCOMOTIVES, by John H. White	$25.00	(23.75)
HORSESHOE CURVE AND ALTOONA, by Harry P. Albrecht	$ 4.50	(4.25)
MORRISTOWN & ERIE, by Thomas T. Taber III	$ 6.95	(6.60)
THE ULSTER & DELAWARE, by Gerald M. Best	$13.95	(13.25)
THE COLORADO ROAD, by F. Hol Wagner Jr.	$15.00	(14.25)
NARROW GAUGE TO REDWOODS, by Dickson	$10.00	(9.50)
SUPER POWER STEAM LOCOS, by R. J. Cook	$10.00	(9.50)
SNOWPLOW, by Gerald M. Best	$ 6.00	(5.70)
20TH CENTURY LIMITED, by Lucius Beebe	$ 6.95	(6.60)
THE TRAINS WE RODE, by Beebe and Clegg, Vol I	$17.50	(16.60)
THE TRAINS WE RODE, Beebe-Clegg, Vol II	$17.50	(16.60)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	(5.65)
DELAWARE & HUDSON, by James Shaughnessy	$16.50	(15.65)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 5.95	(5.65)
OPEN THROTTLE (rail-fiction stories)	$ 5.95	(5.65)
TURBINES WEST, by Thomas R. Lee	$14.95	(14.25)
GREAT LAKES CAR FERRIES, by George W. Hilton	$ 6.00	(5.70)
THE MA & PA, by George W. Hilton	$ 6.00	(5.70)
THE RUTLAND ROAD, by James Shaughnessy	$11.50	(10.90)
JANE'S WORLD RAILWAYS	$72.50	(68.90)
RIGHT-OF-WAY (Abandoned Roads)	$ 5.95	(5.65)
AMTRAK CAR SPOTTER, edited by Robert J. Wayner	$ 4.95	(4.70)
THE GREAT TRAINS, by Bryan Morgan	$35.00	(33.25)
CHICAGO SURFACE LINES, by Alan R. Lind	$17.50	(16.60)
INTERURBANS OF UTAH, by Ira L. Swett	$ 8.00	(7.60)
THE STORY OF EDDYSTONE (Baldwin Loco Works)	$ 8.95	(8.50)
STEAM ON THE ANTHRACITE ROADS, by Mike Eagleson	$ 6.50	(6.15)
NORFOLK & WESTERN STEAM, by Ronald Rosenberg	$ 6.95	(6.60)
1976 STEAM PASSENGER SERVICE DIRECTORY	$ 2.50	(2.38)
ACROSS NEW YORK BY TROLLEY, by Frederick A Kromer	$ 3.95	(3.75)

SWITCH LIST

All ads in this section cost 20¢ a word (minimum 25 words, no maximum wordage), including abbreviations, names, initials, numbers, cities, states, or provinces. Zip codes free. SSE means "enclose self-addressed stamped envelope." Send check or money order with each entry to Bill Balgley, advertising manager, Railroad Magazine, 420 Lexington Ave., New York, N.Y. 10017. Terms: Total remittance must accompany order. Deadline for ads: 15th of third month preceding month of issue. (Example: Mar. issue closed Dec. 15.)

FOR SALE 150 different railroad emblem watch fobs, $2.50 each. Tie-tacs, key chains, tie-clips, $1.75 each. Large belt buckles, $5 each plus 50¢ postage. Send stamp for free list. Dealers write.—Hoovers, 120R Fruit, Peru, Ill. 61354.

MIKE EAGLESON, 37 Edgemere Ave., Mt. Arlington, N.J. 07856, sells his revised Bicentennial edition of "Southern Steam Specials," $4.95 ppd.; "Steam on the Anthracite Roads," $6.95 ppd.; "Twilight of WorldSteam," $14.95 ppd.

FOR SALE: Historical Railroad Lanterns book, $6 postpaid. Order from author, A.S. Burkhalter, P.O. Box 41, Winchester, Tenn. 37398.

ROGER ARCARA, 1525 Leland Ave., Bronx, N.Y. 10460, sells reconditioned folding roll-film cameras, sizes 120-620 and 116-616; also reconditioned movie cameras for 16mm and regular 8mm film. Details for 13¢ stamp.

WORLDWIDE RAILROAD & TROLLEY SLIDES, early to modern, selections for fans or collections for business. Retiring after 23 years. $1 for lists, sample; specify roads.—35-Slides, Box 6098, Colorado Springs, Colo. 80934.

BUYING RAILROAD COLLECTIONS and single items. I will buy timetables, brochures, folders, switch keys, passes, guides, cap badges, booklets, posters, books, dining-car items, lanterns, wax-sealers, calendars, signs, miscellaneous items. Single items and small accumulations purchased by mail. Collections picked up anywhere in the country. Write to Fred Arone, 377 Ashford, Dobbs Ferry, N.Y. 10522.

TIMETABLES—BUY, SELL OR TRADE. Send your want or sale list. SPECIAL—"END OF AN ERA" 1960's system tts, package of various lines, $15 value, $10.—Carl Loucks, 199 Wayland Street, Hamden, Conn. 06518.

SEND LONG SSE for listing of over 60 railroad lanterns. Also switch keys, locks, signs.—Kenneth Palmer, 128 Front St., Port Jervis, N.Y. 12771.

RAILROAD STOCK CERTIFICATES! Catalog plus beautiful railroad stock certificate, $2. Also eager to buy all stock certificates and bonds!—Ken Prag, Box 431R, Hawthorne, Calif. 90250.

NEW YORK CENTRAL, LINES EAST: explore it in the new book *The Water Level Route*. 68 pages of photos, illustrations, and text with a full-color cover. Available at your dealers or direct, $4.95 per copy. (N.Y. residents please include sales tax).—Rochester Chapter, NRHS, Group R, Box 664, Rochester, N.Y. 14602.

WE BUY ALL TIMETABLES, singles or collections; sell timetable grab-bags, $10. Fantastic timetable slip covers, $7.25 for 100 postpaid.—Coval, 21 E. Robin Rd., Holland, Pa. 18966.

PROTECT RAILROAD ITEMS, historical papers, emblems, signs, maps, etc., with clear polyethylene envelopes; 42 sizes to 25x31". Free listing. Samples 50¢.—Nelson, 306-R, Chappaqua, N.Y. 10514.

ALADDIN KEROSENE—electric caboose lamps. Also many other styles of the famous Aladdin Kerosene Lamps and Heaters. 75 watts of non-electric light, convertible to electricity. No pumping; noiseless, odorless, smokeless operation. Parts also available. All discounted 20%. Catalog 25¢.—Country Light, Box 1963—R, Athens, Ga. 30601.

"TURBINES WESTWARD." The story of the Union Pacific's turbine era. 160 pages, 300 photographs, roster, drawings, hardbound, $14.95.—Lee Publications, 2804 Goodrich Circle, Manhattan, Kan. 66502.

ORIGINAL DIESEL SLIDES for sale on approval (50¢ cover charge refundable.) Most roads. Too many to list. Also buying collections.—Romano, 3 Nightingale, Edison, N.J. 08817.

RAILROAD FIGURAL RUBBER STAMPS. Figures available: NMRA member emblem, steam, steam & diesel, and diesel locomotives. Others. Write for railroad figure impressions. Figure with name and address $4.95.—Lawson's Rubber Stamps, Rt. 4-RO, Salem, Ill. 62881.

RAILFANS in the know read Midwestern Rails, which has articles about railfan locations, branch lines with photos and maps, and current diesel rosters. 12 monthly issues for only $7.50 Write to White Publishing, 208-K North Stewart St., Geneseo, Illinois 61254.

VIRGINIA & TRUCKEE right-of-way/track/station, maps, complete set or single sheets; also tickets, passes. Send SSE for details.—J.C. Benson, 402 S. Division St., Carson City, Nev. 89701.

RR. CAP BADGES. Send for list of over 200 old authentic badges of various occupations and various RRs. SSE assures prompt reply.—Utberg, Box 420, Edinburg, Tex. 78539.

BOOK SEARCHING SERVICE: It's possible to locate almost any book published; also pamphlets, guides, catalogs, periodicals, maps, history, etc.—BOOK STOAR, 1111 Colcord, Waco, Tex. 76707.

BUY perfectly detailed replica of Casey Jones Ten-wheeler as tie-bar or scatter pin ($3.50 each), lariat ties or key rings ($4.50 each), available in gold or silver finish. Send stamp for handy catalog, showing 20 more styles, to Replica Mail Specialties, Box 2820, Grand Central Station, New York, N.Y. 10017.

"90 YEARS BUFFALO RAILWAYS," 530 pages, 900 photos, $9.95. Also "Buffalo & Lake Erie Traction" and "94 Years of Rochester Lines," 4 interurbans, brief subways. Two volumes $7.50 and $8 respectively.—Bill Gordon, 232 Beresford Rd., Rochester, N.Y. 14610.

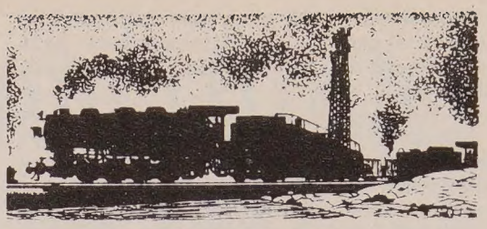
AUCTION OF RR. LANTERNS from my collection. SSE for list.—Howard L. Turk, 58 Lake Ave., Lancaster, N.Y. 14086.

CURRENT ADDRESS NEEDED; own phot list, 1975 supplement: Fitzpatrick, Hibbs, Grahl, Sefarian, King, Adler, Youmans, McGoldrick, Armstrong, Kane, Ranson, Burner, Albrecht, Eickman, Dauphinais, Swarkewski, Lavallee, Bakers, Kean. Notify H. Bennett, 1804 N. Mount St., Baltimore, Md. 21217.

FOR SALE: CV-GT Bicentennial eng. #1776, 5x7 color photograph, $2.25. Three duplicate 35mm slides, $1.25. Both $3.25.—M. Melone, 17 Drury Dr., Essex Junction, Vt. 05452.

---

118 ISSUES OF *Railroad Magazine*, March 1950 to Dec. 1959 inclusive. Good condition, covers



intact. First $75 postal money order takes them postpaid.—Harry Cook, 7200 Raytown Rd., Kansas City, Mo. 64133.

WILL BUY OBJECTS connected with steam railroading, including locomotives, cabooses, uniforms, caps, relics.—Felix Schall, 120 W. 58th St., New York, N.Y. 10019.

ROBERT GERSTLEY, 153 Pleasant St., South Weymouth, Mass. 02190, still weeding out railroadiana collection. Good variety books, other paper items. 4-page list for size 10 SSE.

TROLLEY CARNIVAL CALENDAR, from the '20s to the '50s, twelve 8½x11 scenes in Eastern states. At dealers or postpaid direct. $2.65 each, 2 for $5-E.N. Doyle, 24 Circle Drive, Norristown, Pa. 19401.

RAILROAD COLOR SLIDES, Canadian railroads. New listing includes RDC's, MLW units, CN Montreal electrics, CPE units. Kodak duplicating exclusively. $1 brings list S-27 and CN box-cab sample.—Larry Eastwood, Box 41, Huntington Valley, Pa. 19006.

CHROME RAILROAD POSTCARDS to trade, out-of-print, audio visual, plus many others. Send SSE for list.—Ronald Johnson, 662 Highland Ave., South Portland, Maine 04106.

STEAM PHOTOS, 5X7, many roads, including DM&IR, NP, SP, shortlines, industrials, switchers, freight, passenger engines. List 25¢.—Wm. Hoffman II, 326 S. East Ave., Baltimore, Md. 21224.

STEAM EXCURSION approx 1-hr. cassettes. (1) 4501 and 650 in South Ala. in 1975, Birmingham-Mobile-Gulfport. (2) 4501 Birmingham-Columbus, Miss. Good close-to-engine sound. (3) Special Bicentennial souvenir. SP 4449 from Atlanta to Washington, D.C. Specify number and send $2.99 plus 50¢ for postage to Oliver P. Turner, Box 147, Beatrice, Ala. 36425, or SSE for info.

LOCOMOTIVE OILBURNING headlight wanted. Also H.K. Porter and Cagney catalogs.—Walton, 1643 Christina Dr., Los Altos, Calif. 94022.

ONE PLYMOUTH MODEL DLHT., 8-ton, 56½" each. 4-wheel gasoline hydraulic loco. Serial No. 5540, equipped with Hercules model TXC gas engine developing 97 hp at 2700 rpm. Allison model TC 255 hydraulic torque converter, fourth seat removed from the transmission, full size automatic couplers, hand brake, mechanical sanders, electric horn, safety glass, electric staffer, electric lighting equipment, cab fully enclosed.—Lewis Boex, Stevens & Thompson Paper Co., P.O. Box 206, Greenwich, N.Y. 12834; or call 518-692-2211.

RAILROAD LANTERNS for sale. Reducing 10-year collection of lanterns and other railroadiana. Second list now available. 2 stamps for list.—Bob Buckner, 758 Salisbury, Columbus, Ohio 43204.

CANADA: The Upper Canada Railway Society, with members across Canada and the U.S., and specializing in current and historical rail topics and publications, invites membership for the 1977 calendar year. Benefits include bi-monthly glossy magazine *Rail and Transit*, and monthly newsletter. Membership $13. Sample publications $3. Prospectus free-U.C.R.S., Dept. R. Box 122, Terminal A, Toronto, Ont. M5W 1A2, Canada.

PLANNING FILMS of current railroading in super-8 sound. Need 400 subscribers. $125 yr.—Edmund J. Light, P.O. Box 23242, Oakland, Calif. 94623.

FOR SALE: National Railway Historical Society *Bulletins,* 1940 to 1973, $150.—Ernest Kovacs, 416 Second Ave., Bethlehem, Pa. 18018.

HEAR BIG STEAM ACTION, #610, #1246-1278 doubleheading; #2101, #4070, #4449, #4501. Unique long sequences. Diverse performances. Order "Pacing", one hour stereo cassette, $6.95 postpaid first class.—Menkel Sounds, Box 195, Rutherford, N.J. 07070.

FOR SALE FOR $250: Complete operating Signaphore motor, lights, lems, armature wire, transformer, control panel to use with 110. I prefer to deal with a club or museum. Enclose SSE.—C.C. Staley, 2702 Morton St., Anderson, Ind. 46014.

INTERESTING TROLLEY car photos for sale. All states covered. Free transit news every month. Send postage for lists.—Ted Taetsch, 14218 Garfield Ave., Lakewood, Ohio 44107.

JOB WANTED: Young man, age 21, energetic, dependable worker, desires position as fireman or brakeman. Willing to go anywhere.—Russ Cole, 20 New Meadow Rd., Barrington, R.I. 02806. ●

For nearly 80 years RAILWAY MAGAZINE has been closely connected with the making of railroad history.

Published monthly it has a full colour cover and centre-spread, and a Panorama section of nostalgic and news pictures with comprehensive descriptions. Each issue carries an article on locomotive practice and performance; these are authoritative accounts of steam, diesel and electric locomotive performances, with illustrations and tabulated data. The contents are carefully balanced with articles on modern and historical railroad subjects—mainly British, but including overseas items.

Subscriptions post free, $18.20 per year ($31.50 airmail)

RAILWAY MAGAZINE

DORSET HOUSE,
STAMFORD STREET,
LONDON, SE1 9LU ENGLAND

Coming Events

(No charge for listing here)

Now til end of March: Winter Wonderland tour each week-end on Algoma Central Ry. Details from Passenger Sales, AC Ry., 129 Bay St., Sault Ste. Marie, Ont., Canada P6A 5P6.

Jan. 15-16: Snowflake Special, Boston to Greenfield, Mass., via B&M special train. Cross-country skiing, sleigh-riding, toboganning, hotel entertainment and accommodations, incl. 5 meals. Adults $70 double occupancy, $30 kids under 12, $15 under 5. Contact Mystic Valley Ry. Society, P.O. Box 32, Mattapan, Mass. 02126, or call 617 361-4445.

Jan. 22-23: North Shore commemoration week-end at East Troy, Wis. Operations incl. rides on work equipment and locos. Three-car North Shore train for railfans taking pix. $7.50 covers entire week-end, incl. slide and movie programs. Wisconsin Electric Ry. Historical Society, 3412A N. Fratney St., Milwaukee, Wis. 53212.

Feb. 11-19: Winter Rails '77 tour of Scandinavian railroads, incl. possible steam in Denmark. Special program on snow removal and unique, very steep, narrow-gage Flam line in Norway, plus tram museum and subway in Sweden. Write Overland-NRHS, 320 Wisconsin Ave., Apt. 511, Oak Park, Ill. 60302.

Feb. 11-March 6: 24-day Aztec Adventure, private Pullman through Mexico to lost civilizations in Yucatan jungles aboard *Aztec Special*. Accommodations from San Francisco, L.A., Phoenix, Tucson, El Paso. Details from Pacific Railroad Society, Box 70, East Irvine, Calif.

Feb. 12: Snowflake Special on Morris County Central, Newfoundland to Beaver Lake, N.J., and return, using ex-USA 0-6-0 No. 4039, ex-CNJ coaches and ex-D&H caboose. Lv. 12 noon; photo run-bys. Adults $5, kids $3.50. Info from Robert Blom, P.O. Box 179, Newfoundland, N.J. 07435.

Feb. 19-20: Winter Spectacular, East Broad Top R.R., Orbisonia, Pa. Three Baldwin Mikes, gas-electric car, 6 trolleys running over 6 miles of track. Snow-sweeper operation, shop tours, roundhouse, station, rail auction, dinner Sat. night. Contact S. Shook, 160 Andover, Wilkes-Barre, Pa. 18702.

Feb. 27: Annual model railroad flea market. Sheraton-Spokane Hotel, Spokane Falls Blvd., Spokane, Wash., 10 a.m.-4 p.m., door prizes. Adults, $1. Kids under 12, 50¢. Buy, sell, swap railroadiana. SSE brings flyer and hotel reservation card from Swap Meet, Spokane Model Engineers, W. 239 Spokane Falls Blvd., Spokane, Wash. 99201.

March 26-27: Black River & Western steam excur. between Flemington, Three Bridges, and Lambertville, N.J., using 2-8-0 No. 60.; lv. Flemington, 12:30 p.m. Adults $6.95, kids under 12, $4.95. Send SSE for flyer and tickets to Black River Volunteers Assn., P.O. Box 200, Ringoes, N.J. 08551.

April 15: Railroad Extravaganza with 100 plus tables of railroadiana for sale at Dover Sr. High School, Grace St. (just off Rte. 15, south of I-80), Dover, N.J., 10 a.m.-5 p.m. Adults $1, kids 50¢ (50¢ more at door). Free shows and door prices; food available. Send SSE for tickets, details, map to Tri-State Railway Hist. Society, P.O. Box 255, Dover, N.J. 07801.

April 23: New Haven Railroad Technical Info. Assn. 15th annual reunion, 9:30 a.m.-6:30 p.m. at Wallingford railroad depot; movies, slides, model displays, dealers and manufacturers. $1.50 pre-registration, $2 at door. Send SSE for info to Ronald J. Hull, 280 N. Elm St., Wallingford, Conn. 06492, or call 203 265-2464 after 6 p.m.

April 29-May 1: R&LHS annual meeting in San Francisco-Sacramento area, visiting Pacific Coast Chapter's historic loco and rail collection at replica of Central Pacific depot in Old Sacramento Museum complex; banquet, top speaker, Sat. night, April 30, San Francisco. Details from Fred A. Stindt, chapter chairman, 978 Emerald Hill Rd., Redwood City, Calif. 94061. ●

Pen Pals Wanted

(No charge for listing in this section)

Michael J. Irlam (age 24), 81 Shrewley Common, Warwick, CV35 7AN, England, will write to anyone of either sex interested in railroads, steam, photography, or country music, swaps postcards, stamps. Will make Amtrak tour of U.S. this summer; hopes to meet U.S. railfans.

Miss Flordeliza Casamiro (age 24), 7-A.M. Velez Extension, Cebu City, 6401, Philippines; college grad, single, reads books, magazines, collects postcards.

Miss Rose Micame (age 25), 368-T Visitacion St., Jones Ave., Cebu City, 6401, Philippines; single, college grad, B.S. in Elementary Education.

Miss Cherry Bacarisas, (age 24), Bulacao, Pardo, Cebu City, 6401, Philippines; high school grad, reads novels, collects stamps.

Miss Evelyn Fuller (young railfan), 2160 Heath Rd., Hastings, Mich. 49058, is recovering from illness, needs cheer-up letters, cards.

Miss Rose F. Villafuerte (age 35), 154-C Jones Ave., Cebu City, 6401, Philippines; single, business-minded, reads magazines.

Miss Teresita Pulgo (age 27), 777-D Jakosalem St., Cebu City, 6401, Philippines; B.S. degree, single, likes to write letters.

Miss Susan Supilanas (age 20), 487 corner of San Jose de la Montana and Arch. Reyes Ave., Cebu City, 6401, Philippines; single, reads magazines, novels.

G.J. Laphan, Box 103, Englewood, Colo. 80110, will move to Moab, Utah. Wants to hear from Utah railfans.

Miss Ma Cleafe Ong (age 18), Lower Pakigni Minglanilla, 6401, Philippines; high school senior, single.

Miss Cecille G. Gastader (age 20), P.O. Box 32, Cebu City, 6401, Philippines; single, collects postcards, stamps.

Miss Erlita Montecillo (age 23), 2 J.M. Basa, Tupal St., c/o Mrs. Mina Garcia, Cebu City, Philippines, 6401, Philippines; single, college senior, reads magazines.

Dennis J. Wozniczka (age 31), 14 Clarendon Hills, Ill. 60515; single, rail hobbyist for 19 years, wants to hear from women railfans.

Miss Nena C. Paran (age 23), 784 E. San Roque St., Mambaling, Cebu City, 6401, Philippines, reads magazines, collects stamps.

Lindsay H. Richmond, (age 30), 4 Carleton St., Kambah, ACT 2902, Australia, wishes to correspond with railfans anywhere and swap color slides. ●

Why do some people think Bud® is sort of special?

Go ahead and find out why!

(Brewing beer right *does* make a difference.)

Budweiser
KING OF BEERS
Brewed by our original process from the choicest Hops, Rice and Best Barley Malt
THE LARGEST-SELLING BEER IN THE WORLD
Anheuser-Busch, Inc.
ST. LOUIS, NEWARK, LOS ANGELES, TAMPA, HOUSTON
COLUMBUS, JACKSONVILLE, MERRIMACK, WILLIAMSBURG

When you say Budweiser®, you've said it all!

ANHEUSER-BUSCH, INC. • ST. LOUIS

Delaware & Hudson "shark" No. 1216, Baldwin RF-16, at the Colonie Shops in 1975.

James J. Shaughnessy, 479 Eighth Ave., Troy, N.Y. 12182